REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1904.

(Established 22nd September 1836.)

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 1ST MARCH 1905.

Bombay:
PRINTED FOR THE CHAMBER
AT
THE TIMES PRESS.

1905.

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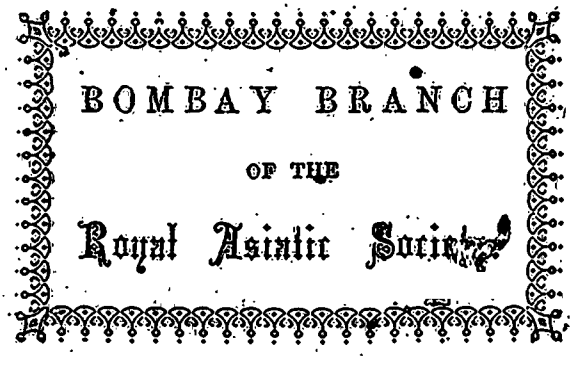

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BOMBAY CHAMBER OF COMMERCE

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PRESENTED TO THE ANNUAL GENERAL MEETING
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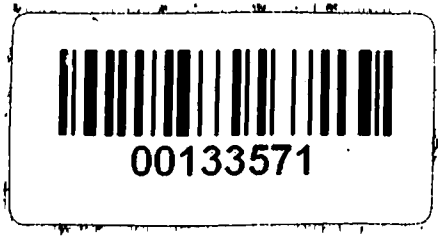
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INTRODUCTORY NOTE.

References to Previous Reports.

In this, as in other recent Reports, each chapter is, as far as possible, prefaced by a reference to earlier Reports in which the subject of such chapter has been dealt with. But it is necessary to repeat the **warning** to members not to rely too fully on the completeness of these references. As has already been intimated, the system of indexing as practised in the old Reports was defective, with the result that it has been found desirable to constitute a complete index embracing all the transactions of the Chamber back to the date of its constitution. But the work is arduous, and the process of editing involves the perusal of every line of the old issues by the Secretary as opportunity occurs. Considerable progress has been made, but the index is not yet complete, and, until it is so, it is impossible to be quite sure that the introductory references at the heads of chapters are comprehensive.

ERRATA AND ADDENDA.

A SPECIAL GENERAL MEETING relating to the revision of the Tonnage Scale in respect of highly-pressed Cotton Bales of Low Measurement, &c., was held on the 19th of October 1904, and is reported in the Section of this Report which deals with the above-named subject.

The correspondence relating to "Short lengths in Piece-Goods" (referred to on page 207) will be found in Appendix U-1.

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E.
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J. M. MACLEAN, ESQ.

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THE BOMBAY COMPANY, LD.
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THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE G. I. P. RAILWAY.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE MITSUI BUSSAN KAISHA.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA.
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COMPAGNIE DES MESSAGERIES MARITIMES.
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STANDARD OIL COMPANY OF NEW YORK.
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JOHN FACHIRI, ESQ.
AHMEDBHOY HABIBBHOY, ESQ.

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MARSHALL REID, ESQ. C.I.E., *Deputy Chairman.*
D. H. GLADE, ESQ.
DONALD N. GRAHAM, ESQ.
F. O. MACRAE, ESQ.
J. N. METAXA, ESQ.
COLONEL H. D. OLIVIER, R. E.
R. R. ROSS, ESQ.
E. SCARPA, ESQ.

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H. E. E. PROCTER, ESQ., *Deputy Chairman.*
F. W. BICKEL, ESQ.
J. FAIRCLOUGH, ESQ.
DONALD N. GRAHAM, ESQ.
GEORGE MILLER, ESQ.
F. T. RICKARDS, ESQ.
FRANK RITCHIE, ESQ.
A. ZYGOURAS, ESQ.

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor of Bombay.
THE HON'BLE MR. C. H. ARMSTRONG.

Bombay Port Trust Board.
THE HON'BLE MR. C. H. ARMSTRONG.
F. W. Bickel, ESQ.
H. E. E. PROCTER, ESQ.
FRANK RITCHIE, ESQ.
A. M. MONTEATH, ESQ.

Bombay Improvement Trust.
C. H. B. FORBES, ESQ.

Bombay Municipal Corporation,
C. H. B. FORBES, ESQ.
D. M. INGLIS, ESQ.

PUBLIC HOLIDAYS.

FOR THE YEAR 1905.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act, 1881" :—

New Year	2nd and 3rd January	Monday and Tuesday	2 Days.
Maha Shivratri	4th March	Saturday	1 Day.
Moburrum	17th March	Friday	1 „
Holi	20th March	Monday	1 „
Jamshedi Naoroz	21st March	Tuesday	1 „
Ramnavmi	13th April	Thursday	1 „
Easter	21st, 22nd and 24th April.	Good Friday, Saturday and Monday.	3 Days.
Birthday of His Majesty the King-Emperor.	26th June	Monday	1 Day.
Cocoanut Day	14th August	Monday	1 „
Gokul-Ashtami	23rd August	Wednesday	1 „
Ganesh-Chaturthi	2nd September	Saturday	1 „
Parsee New Year	13th and 14th September.	Wednesday and Thursday	2 Days.
Khordadsal	19th September	Tuesday	1 Day.
Dussera	7th October	Saturday	1 „
Devali	27th and 28th October.	Friday and Saturday	2 Days.
Christmas	23rd, 25th and 26th December.	Saturday, Monday and Tuesday.	3 „
New Year	30th December	Saturday	1 Day.

Note.—Good Friday, Christmas Day and New Year's Day are holidays under the Negotiable Instruments' Act, but are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES.

FOR THE YEAR 1905.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1905 :—

New Year	2nd January	Monday	1 Day.
Moburram	17th March	Friday	1 „
Holi	20th March	Monday	1 „
Ramnavmi	13th April	Thursday	1 „
Easter	21st April	Good Friday	1 „
Birthday of His Majesty the King-Emperor.	26th June	Monday	1 „
Cocoanut Day	14th August	Monday	1 „
Gokul-Ashtami	23rd August	Wednesday	1 „
Ganesh-Chaturthi	2nd September	Saturday	1 „
Dussera	7th October	Saturday	1 „
Devali	27th October	Friday	1 „
Christmas	25th December	Monday	1 „

By order of the Committee,
FREDERICK NOEL-PATON,
Secretary.

BOMBAY, *December* 1904.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 1st March 1905.)

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III; the names of candidates with their proposers and seconders to be circulated to Members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

The voting for an election to membership, if done at a General Meeting, shall be done by ballot, and in all voting for election to membership, whether done at a General Meeting or otherwise, the presence in the ballot of black balls in the proportion of one in six votes shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm ; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 20 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members ; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be ex-officio a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee:—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be ex-officio a Member of Committee during his term of office.

2. At or about the end of each Calendar year, but in no case later than the 31st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days, as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X and they shall continue to act until the holding of the next Annual General Meeting following.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, as Chairman or Deputy Chairman, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who, at 4 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March and that at least three clear days' notice be given to Members by circular or by advertisement, in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of

the establishment, including any requisite legal expenses and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Deputy Chairman for the time being, and by one other Member of the Committee. In the absence of both the Chairman and the Deputy Chairman cheques shall be signed by two Members of the Committee and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall at each Annual General Meeting submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

XIX. The Committee shall have power to authorise the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber.*

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint a scrutineer who, with the Secretary at 4 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

* Confirmed at the Annual General Meeting held on 1st March 1905.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III of 1888, shall be elected.

1 The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber, but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint a scrutineer who, with the Secretary at 4 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY..

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) of the Indian Councils Act, 1892, for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney, the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 A.M. to 4 P.M. of the appointed day.

(6) A scrutineer appointed by the Committee shall, with the Secretary, open the ballot-box at 4 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected ; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

(Other than those relating to Piece-Goods.)

1. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

The Arbitrator or Umpire appointed by the Chamber through its Committee must be a Member of the Chamber.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are Members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).*

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

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* Confirmed at the Special General Meeting of Members held on 19th Oct. 1904.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Madhowji Thakersey.
„ Jivram Vassonji.
„ Rowjee Naranjee, of Messrs. Ruttonsey Canji.
„ Chaturbhoj Shivjee.
„ Purshotam Cooverjee, of Messrs. Tricumdas Purshotam.
„ Vithaldas Khetsey, of Messrs. Purshotam Lukmidas.
„ Purshotam Govindjee, of Messrs. Damoder Haridas.
„ Kalidas Mulchund, of Messrs. Jivram Vussonji.
„ Gordhandas Khimji.
„ Jaithabhai Valjee.
„ Purshotam Govindjee, of Messrs. Purshotam Govindjee & Co.
„ Jewraj Dayal, of Messrs. Ghella Dayal.
„ Ragowji Kanji, of Messrs. Muljee Padamsey.
„ Valjee Sunderji.
„ Hemraj Canji.
„ Morarji Veljee.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee, Rowjee, Sons & Co.
„ Mathuradas Mowjee, of Messrs. Goculdas Morarji.
„ Naraudas Ramjee, of Messrs. Ramjee Lakhmidas.
Rao Saheb Purshotam Oodhowjee, J. P.
Mr. Girdhardas Jaithabhai.
„ Laljee Jivraj, of Messrs. Ghella Dayal.
„ Hariram Velji.
„ Jamsedji Framji Kharas.
„ Morarji Kalianji, of Messrs. Morarji Cullianji & Co.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. F. A. Reddie, Mr. H. E. E. Procter, Mr. T. W. Birkett, and Mr. H. P. Hebblethwaite, of Messrs. Killick, Nixon & Co.
„ C. H. Armstrong, Mr. E. Comber and Mr. J. A. Lord, of Messrs. Lyon & Co.
„ H. C. Wright, of Messrs. Wallace & Co.
„ M. F. Reid, C.I.E., and Mr. S. J. Gillum, of the Bombay Company, Limited.
„ Edwin Yeo, of Messrs. C. Macdonald & Co.

Mr. D. M. Inglis and Mr. G. M. Wilson, of Messrs. Finlay, Muir & Co.

„ A. Foulkes and Mr. O. G. Owen, of Messrs. Owen & Okell.

„ J. Black, Mr. F. C. Macrae and Mr. L. B. Ker, of Messrs. Forbes, Forbes, Campbell & Co., Ld.

„ H. O. Coates, of Messrs. J. Duxbury & Co., Ld.

„ W. Kidston Glen, of Messrs. Latham, Abercrombie & Co.

„ H. R. Greaves, Mr. A. K. Leslie, Mr. D. K. Seddon, and N. G. Hunt, of Messrs. Greaves, Cotton & Co.

„ A. Zygouras, Mr. E. Lambrinudi, Mr. O. Schilizzi and Mr. C. G. Nomico, of Messrs. Ralli Brothers.

„ J. Spinner and Mr. H. Kreis, of Messrs. E. Spinner & Co.

„ F. W. Shaw and Mr. John Pollard, of Messrs. Fleming, Shaw & Co.

„ D. N. Graham, Mr. W. E. Crum and Mr. L. Barraclough, of Messrs. W. & A. Graham & Co.

„ J. Fairclough and Mr. F. J. Rome of Messrs. Ewart, Latham & Co.

„ R. Tilemen, of Messrs. Schroder, Smidt & Co.

„ G. Ostermayer and Mr. H. Heberlein, of Messrs. Ostermayer & Co.

„ F. W. Bickel and Mr. C. Wegmann, of Messrs. Volkart Brothers.

„ C. H. B. Forbes, of Messrs. C. H. B. Forbes & Co.

„ H. Holmes, of Messrs. Gysi & Kleinjung.

V. The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire, whether chosen by the arbitrators or appointed by the Committee of the Chamber, is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE,

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods:

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII:—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Packages shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The Salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of Measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement;
and in the case of goods shipped by boats;
(*h*) the registered number of the boat;
(*i*) the name of the tindal;

The certificates of measurement shall be issued by the measurers and shall in every case be signed by the measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages, provided always that each lot, as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed ; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 21.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not and under Orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of Measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales...pies 3 per bale.

(*b*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) in packages of divers dimensions.....anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*c*) On goods of any description measured on board a vessel .... anna 1 per package.

(*d*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*e*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one measurer for one ship. If two measurers are applied for two fees of Rs. 15 must be paid at time of application. If a measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*f*) The attendance of a measurer for night duty may be secured in the same manner as above.

(*g*) On Round Timber or Logs, each..... Annas 8

(17) All disputes as to the applicability of (*c*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to (*c*) a refund of pies 6 per package will be made on declaration of the said Committee emitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows:—

Length in feet and inches: As found with tape.

Breadth : The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth. Ditto. ditto. ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*g*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once and to enter therein a claim to

have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order (21) and should such remeasurement in the opinion of the Committee show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(24) Every measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The measurer will retain the first copy and from it write up his certificates; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be

preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

By order of the Committee,

FREDERICK NOEL-PATON, Secretary.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured...	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent.
23.	On bills of exchange returned, noted or protested	¼
24.	On granting and cashing letters of credit	1
25.	On depositing Government paper as security for constituents ...	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27.	On procuring freight	2½
	"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
	Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
28.	On collecting freight	2½
29.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
30.	On shipping goods of every description on which no commission for the purchase has been charged	1
31.	On shipping treasure, bullion, and jewellery	⅛
32.	On ship's disbursements when not in funds	1
33.	On account of passage-money, whether the same passes through the Agent's hands or not	5
34.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
35.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*...	1
36.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones, or Jewellery	¼
37.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate on "procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolution :—

> " That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable in such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—" That the resolution passed by the Chamber on 31st October 1876 regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :— That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

" That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889:—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows:—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881:—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903:—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904:—

"It is the opinion of the Chamber of Commerce that Pockets of cargo of any kind ought not to be of greater dimensions than 20"×28" and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

AT the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

AT a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co. and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead-weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts.; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jovari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts.; Mussor in bags, 16 cwts.; Teel or Gingelly seed, 14 cwts.; Rapeseed, 14 cwts.; Mustard seed, 14 cwts.; Rice in bags, 16 cwts.; Saltpetre, 16 cwts.; Wheat, 16 cwts.

ARTICLES.	STEAMERS.	SHIPS.
	*To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annato, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	38 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ..	11 cwt.	.....
*Do. B do. do	14 cwt.	.....
*Do. C do. do.	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

* At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the Item Crushed Bones in the Chamber's Tonnage Scale be added : These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
† Cylindrical Packages, Rolls, &c. ...	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose...	16 cwt.	20 cwt.

* The following resolution was adopted at the Annual General Meeting on 6th March 1901 ;—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages ; namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt.	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Do. (Persian), in double bags	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	10 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...

* *At the Annual General Meeting held on 11th March 1903, it was resolved that the following footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be added :—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards, intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Oil Seeds—		
Teel or Gingelly Seed	15 cwt.	...
Rape Seed	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Paper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Salt	28 Indian maunds of 82¾ lbs.	28 Indian maunds of 82¾ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 4 0	1	Acids, *viz.*, :-Carbolic, Citric, Gallic & Tannic	Case ...	0 5 0	0 5 0
0 2 0	0 2 0	2	Do. do. do. do. ...	Drum ..	0 2 0	0 2 0
0 4 0	0 4 0	3	All other Acids...	Case ...	0 9 0	0 9 0
0 3 0	0 3 0	4	Do. do.	Half-case ...	0 6 0	0 6 0
0 2 0	0 2 0	5	Do. do.	Drum ...	0 5 0	0 5 0
0 1 0	0 0 6	6	Aerated Waters	One dozen ...	0 1 3	0 1 3
1 0 0	1 0 0	6 A	Alabaster	Ton ...	2 4 0	2 4 0
0 3 0	0 4 0	7	Ale, Beer, Porter and Cider in wood ...	Hogshead ...	0 7 0	0 7 0
0 0 6	0 0 3	8	Do do. do. do. in bottles ...	One doz. qts. or 2 doz pints.	0 1 6	0 1 6
0 2 0	0 2 0	9	Do. do.	Kilderkin ...	0 3 6	0 3 6
0 1 0	0 1 0	10	Do. do.	Firkin ...	0 2 0	0 2 0
0 8 0	0 8 0	11	Almonds in bags	Ton ...	1 12 0	1 12 0
Measurement.		11A	Almonds in Casks	Package ...	Measurement.	
0 8 0	0 8 0	12	Alum	Ton ...	1 4 0	1 4 0
0 9 0	0 4 0	12A	Ammonia in Cylinders	Package ...	0 9 0	0 9 0
0 12 0	0 8 0	13	Anchors	Ton ...	1 12 0	1 12 0
		14	Do.	Coolie-load ...	0 2 0	0 2 0

0	1	0	0	2	0	15	Apparel, not accompanying passengers ...	Case or package ...	Measurement.						
0	8	0	0	8	0	16	Arrowroot, country	Ton ...	2	4	0	2	4	0	
Measurement.						17	Do. foreign	Case or package ...	Measurement.						
Do.						18	Arsenic	Package ...	Do.						
0	8	0	0	4	0	19	Asphalte...	Ton ...	1	12	0	1	12	0	
0	8	0	0	12	0	20	Assafœtida, refined	Do. ...	4	0	0	4	0	0	
0	2	0	0	2	0	21	Do. do. in cases or packages with a minimum charge for a single case or package of one anna.	Cwt. ...	0	6	0	0	6	0	
0	8	0	0	12	0	22	Do. coarse	Ton ...	2	0	0	2	0	0	
						23	Attar—*see* Oils, perfumed.								
0	12	0	0	8	0	24	Ballast and Kentledge by cart	Do.	0	4	0	0	4	0	
						25	Do. do. by lighters to or from Port Trust Bunders	.....	Free.						
						25A	Bamboos, superior, for spear handles, &c. ...	Per bundle of 50 ...	0	4	0	0	4	0	
						25B	Do. do.	Per bundle of 100 ...	0	8	0	0	8	0	
						25C	Do. do.	Per 100 loose ...	0	8	0	0	8	0	
0	2	0	0	2	0	26	Bangles, foreign	Case ...	0	7	0	0	7	0	
0	1	0	0	1	0	27	Bardans	Bundle or package ...	0	4	0	0	4	0	
0	1	0	0	0	6	28	Baskets, cane	Dozen ...	0	1	6	0	1	6	
Measurement.						28A	Bayonets	Each ...	0	2	0	0	2	0	
0	2	0	0	2	0	29	Beads in cases	Case ...	0	7	0	0	7	0	
						30	Beeda-nuts—*see* Myrabolams.								
0	3	0	0	4	0	31	Beef and Pork	Tierce ...	0	7	0	0	7	0	
0	2	0	0	2	0	32	Do.	Barrel ...	0	4	6	0	4	6	
						33	Beer—*see* Ale.								
0	1	0	0	2	0	34	Bees' wax	Package ...	0	5	0	0	5	0	
0	8	0	0	8	0	35	Betel-nut	Ton ...	1	13	0	1	13	0	
1	0	0	0	8	0	36	Bhang	Do. ...	2	12	0	2	12	0	
0	8	0	0	4	0	37	Bicycles, Tricycles and Velocipedes ...	Each ...	2	0	0	2	0	0	
6	0	0	4	0	0	38	Billiard Tables...	Do. ...	10	0	0	10	0	0	
0	8	0	0	6	0	39	Biscuits, ship	Ton ...	2	0	0	2	0	0	
Measurement.						40	Do. in cases	Case ...	Measurement.						

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 1 0	0 1 0	41	Biscuits in tins, loose	One dozen ...	0 4 6	0 4 6
0 1 0	0 1 0	42	Blood-stones, Cambay-stones and Gold-stones	Case or package ...	0 5 0	0 5 0
Special.		43	Boats, ordinary ships	Each ...	2 8 0	2 8 0
Do.		44	Boilers	.....	Same rates as Machinery.	
0 12 0	0 8 0	45	Bones, Bone-dust, Bone-meal and Blood-manure	Ton ...	1 12 0	1 2 0
Measurement.		46	Books	Case or package ...	Measurement.	
Do.		47	Boots and Shoes, foreign	Do. ...	Do.	
0 8 0	0 8 0	48	Borax, unrefined	Ton ...	2 0 0	2 0 0
Measurement.		49	Bottles, empty, Medicine Phials	Case or Package ...	Measurement.	
0 2 0	0 2 0	50	Bottles, empty, quarts	Gross ...	0 6 0	0 6 0
0 2 0	0 2 0	51	Do. do. pints	Do. ...	0 4 0	0 4 0
Measurement.		52	Do. do. of smaller size than pints...	Case or package ...	Measurement.	
0 8 0	0 6 0	53	Bran	Ton ...	0 12 0	0 12 0
		54	Brass Leaves—*see* Oxidue.			
0 8 0	0 6 0	55	Do. of sorts and Brassware ...	Do.	2 0 0	2 0 0
Measurement.		56	Do. do. when no weight given.		Measurement.	
0 0 6	0 0 3	57	Bricks, Bath	Dozen ...	0 0 6	0 0 6
0 8 0	0 6 0	58	Do. Fire	Ton	1 12 0	1 12 0
0 1 0	0 1 0	59	Buckets, Iron	One Dozen ...	0 3 0	0 3 0
0 8 0	0 8 0	60	Bullion, Specie, Gold and Silverware, Plate, &c.	Box or case ...	0 8 0	0 8 0

0	8	0	0	8	0	61	Camphor	...	Ton	...	2	12	0	2	12	0
0	2	0	0	2	0	62	Camphorwood Drawers and Boxes ...	...	Each case	...	0	8	0	0	8	0
0	1	0	0	0	6	63	Candles	...	Cwt.	...	0	4	0	0	4	0
						64	Canes—*see* Rattans.									
0	2	0	0	2	0	65	Canvas	...	Bale	...	0	8	0	0	8	0
0	1	0	0	0	6	66	Do.	...	Bolt	...	0	2	6	0	2	6
0	2	0	0	2	0	67	Cardboards and Strawboards... ...	...	Case or bale	...	0	6	0	0	6	0
0	3	0	0	2	0	68	Carpets, woollen or foreign	...	Case or package	...	0	11	0	0	11	0
0	3	0	0	2	0	69	Do. cotton		Do.	...	0	6	0	0	6	0
0	1	0	0	2	0	70	Cardamoms	...	Cwt.	...	0	4	0	0	4	0
						71	Do. bastard—*see* Spices.									
3	0	0	2	8	0	72	Carriages, four-wheeled	...	Each	...	10	0	0	10	0	0
2	0	0	1	4	0	73	Carriages, two-wheeled	...	Do.	...	8	0	0	8	0	0
							* Do. to or from Indian Coast Ports, 4-wheeled.		Do.	...	4	0	0	4	0	0
							Do. do. do. do. 2 do.		Do.	...	3	0	0	3	0	0
0	8	0	0	8	0	74	Cassaware	...	Ton	...	2	0	0	1	12	0
0	1	0	0	1	0	75	Casks and Hogsheads, empty ...	...	Each	...	0	2	6	0	2	6
0	0	9	0	0	6	76	Do. do. half and quarter ...		Do.	...	0	1	3	0	1	3
0	2	0	0	1	6	77	Butts, Pipes and Puncheons ...	...	Do.	...	0	3	6	0	3	6
0	8	0	0	6	0	78	Cement	...	Ton	...	1	2	0	1	2	0
0	8	0	0	6	0	79	Chalk	...	Do.	...	1	6	0	1	6	0
Measurement.						80	Cheese, in cases	...	Case	...	Measurement.					
0	0	6	0	0	3	81	Do. loose	...	Each	...	0	0	6	0	0	6
						82	Chemicals—*see* Drugs and Medicines									
0	8	0	0	8	0	83	Chillies, dried	...	Ton	...	1	2	0	1	2	0
0	8	0	0	8	0	84	China, copper cash	...	Do.	...	1	12	0	1	12	0
0	6	0	0	3	0	85	Do. white copperware	...	Case	...	0	8	0	0	8	0
0	3	0	0	2	0	86	Do. garden seats		Each	...	0	4	0	0	4	0
Measurement.						87	Do. and Japanware		Case	...	Measurement.					
0	1	6	0	0	9	88	Do. ware in rolls, large	...	One dozen	...	0	6	0	0	6	0
0	1	6	0	0	6	89	Do. do. small	...	Do. ...	...	0	3	0	0	3	0

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 1 0	0 0 6	90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0 5 0	0 5 0
0 1 0	0 0 3	91	Do. do. do.	Case of ½ doz. & under	0 3 0	0 3 0
0 8 0	0 8 0	92	Do. Roots	Ton	2 0 0	2 0 0
Measurement.		93	Cigars or Cheroots	Case ...	Measurement.	
0 8 0	0 8 0	94	Clay, China and Fire	Ton ...	2 0 0	2 0 0
0 3 0	0 2 0	95	Clocks	Case of under 8 c.ft.	0 8 0	0 8 0
0 6 0	0 4 0	96	Do.	Do. over 8 c.ft. ...	0 14 0	0 14 0
1 0 0	0 10 0	97	Clove, Stems	Ton ...	1 4 0	1 4 0
0 8 0	0 2 0	98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do. ...	0 14 0	0 14 0
0 8 0	0 2 0	99	Coal and Coke in bags	Do. ...	0 10 0	0 10 0
0 3 0	0 2 0	100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000 ...	0 8 0	0 8 0
0 1 3	0 1 0	101	Cochineal	Cwt. ...	0 3 3	0 3 3
0 8 0	0 8 0	102	Coffee	Ton ...	1 8 0	1 4 0
0 1 6	0 1 0	103	Coins, copper	Box or package ...	0 3 0	0 3 0
		104	Do. gold and silver—*see* Bullion.			
0 8 0	0 8 0	105	Coir, Fibre	Ton ...	1 2 0	1 9 0
0 3 0	0 2 0	106	Do. pressed	Bale ...	0 3 6	0 3 6
0 1½ 0	0 8 0	107	Do. Rope, Cable, Cordage and Yarn ...	Ton ...	1 2 0	1 4 0
0 8 0	0 8 0	108	Colomba-root	Do. ...	2 0 0	2 0 0
Measurement.		109	Confectionery	Case ...	Measurement.	

0	12	0	0	6	0	110	Copper Sheets...	Ton	...	2	0	0	1 4 0
0	8	0	0	6	0	111	Do Cakes, Slabs or Tiles	Do.	...	1	12	0	1 8 0
0	8	0	0	6	0	112	Do. Ware and Wire	Do.	...	2	0	0	1 12 0
Measurement.						113	Do. do. when no weight is given ...	Package	...	Measurement.			
0	12	0	0	8	0	114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton	...	2	0	0	2 0 0
0	8	0	0	8	0	115	Copra	Do.	...	1	0	0	1 9 0
0	4	0	0	2	0	116	Coral	Box	...	0	13	0	0 13 0
Measurement.						117	Do. imitation	Case	...	Measurement.			
0	12	0	0	10	0	118	Cordage and Rope—Hemp, Europe and Manilla	Ton	...	2	4	0	2 4 0
0	8	0	0	8	0	119	Coriander seed	Do.	...	1	9	0	1 9 0
Measurement.						120	Corks	Bale or case	...	Measurement.			
						121	Cotton, Raw*—						
0	3	0	0	2	0	A	Indian pressed bales (3½ cwts. *plus* tare) or docras of 3 cwts. or under	Bale or Docra	...	0	2	0	0 2 0
0	4	6	0	2	6	B	American or other pressed bales of 4 cwts. or over	Bale	...	0	3	6	0 3 6
0	6	0	0	3	0	C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or Docra	...	0	5	0	0 5 0
						122-123	*Cancelled.*						
0	8	0	0	8	0	124	Cowries...	Ton	...	1	8	0	1 8 0
Special.						125	Crackers, China	Case of 1 picul of 133 lbs.	...	0	6	0	0 6 0
Do.						126	Do. do.	Do. under 1 picul	...	0	4	0	0 4 0

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p
Measurement.		127	Crockery, Queen's porcelain and earthenware.	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20c.ft. and above 20 c. ft. under items Nos. 403 and 407.
0 8 0	0 8 0	128	Cumin seed	Ton ...	2 12 0	2 12 0
Measurement. Special.		129	Cutlery...	Case ...	Measurement.	
		130	Dammer	Ton ...	2 1 0	2 1 0
0 8 0	0 8 0	131	Dates, dry	Do. ...	1 0 0	1 0 0
0 8 0	0 8 0	132	Do. wet	Do. ...	1 0 0	1 0 0
0 2 0	0 1 0	133	Do. in pots...	One doz. pots. ...	0 6 0	0 6 0
0 12 0	0 8 0	134	Disinfecting Powder...	Ton ...	1 8 0	1 8 0
Measurement.		135	Drugs and Medicines, foreign, not enumerated.	Case ...	Measurement.	
1 0 0	0 8 0	136	Drugs, country	Ton ...	2 4 0	2 4 0
0 4 0	0 2 0	137	Do. do.	Case ...	0 3 0	0 3 0
0 8 0	0 8 0	138	Dyes, country and foreign in bulk ...	Ton ...	2 0 0	2 0 0
0 3 0	0 1 0	139	Dyes, foreign	Case or package ...	Measurement.	
0 3 0	0 1 0	140	Dragon's blood	Do. ...	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery.			

0	12	0	0	8	0	142	Earthenware Piping, Retorts, &c., for Drainage	Ton	...	1	12	0	1 12 0
						143	*Elephants' Tusks and Moyes' Teeth—see Ivory.*						
0	4	0	0	2	0	144	*Fans*	Case	...	0	7	0	0 7 0
0	12	0	0	10	0	145	Fat, Grease, Lard and Tallow	Ton	...	2	0	0	2 0 0
0	4	0	0	2	0	146	Feathers...	Case or Package	...	0	7	0	0 7 0
Measurement.						147	*Felt*	Bale	...	Measurement.			
Special.						148	Firewood	Ton	...	0	12	0	0 12 0
1	0	0	1	0	0	149	Fishmaws	Do.	...	2	2	0	2 2 0
0	4	0	0	2	0	150	Flax and Linen Piece-goods	Bale	...	0	7	0	0 7 0
0	12	0	0	8	0	151	Flour, except Cornflour and Farinaceous preparations in tins (*vide* items 271-3) ...	Ton	...	0	10	0	0 8 0
Special.						152	Fruits, fresh, foreign	Case	...	0	2	0	0 2 0
Do.						153	Do. do. do.	Barrel	...	0	2	6	0 2 6
0	8	0	0	8	0	154	Do. dried, not enumerated	Ton	...	2	0	0	2 0 0
0	2	0	0	1	0	155	Do. do. from Europe	Case	...	Measurement.			
Special.						156	Do. fresh, from Zanzibar and Muscat ...	Basket	...	0	2	0	0 2 0
Measurement.						157	Furniture	Case	...	Measurement.			
0	1	0	0	0	6	158	Chairs, loose	Each	...	0	1	6	0 1 6
						159	Gallnuts—*see* Myrabolams.						
1	0	0	0	8	0	159A	Gallnuts, Persian	Ton	...	As Country Drug.			
1	0	0	0	10	0	160	Ghee	Ton	...	1	12	0	1 12 0
0	8	0	0	8	0	161	Ginger, dry	Do.	...	1	2	0	1 4 0
Measurement.						162	Glassware	Hhd. or crate	...	Measurement.			
0	1	6	0	0	9	163	Glass, window	Box under 6 c. ft.	...	0	2	6	0 1 9
Measurement.						163A	Do.	„ over 6 c. ft.	...	Measurement.			
0	3	0	0	2	0	164	Do. broken	Box or package	...	0	6	0	0 6 0
0	4	0	0	2	0	165	Goats' hair, pressed	Bale	...	0	6	0	0 8 0
						166	Gold, Gold-leaf, &c.—*see* Bullion.						
0	2	0	0	1	0	167	Gold leaf, mock	Box or package	...	0	3	0	0 3 0
0	8	0	0	6	0	168	Grains, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton	...	0	9	0	0 8 0
0	8	0	0	6	0	169	Ground-nuts	Do.	...	0	13	0	0 13 0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin Bdellium	Ton. ...	2 4 0	2 0 0
0 6 0	0 3 0	171	Gunny pieces and bags	Bale of over 200 pieces ...	0 5 0	0 6 0
0 4 0	0 2 0	172	Do. do.	Half bale (above 50 & up to 200 pieces)	0 4 0	0 4 0
0 1 0	0 0 6	173	Do. do.	Bale of 50 pieces ...	0 2 0	0 2 0
Special.		174	Gunpowder	Package ...	Special.	
Do.		175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.			
0 4 0	0 2 0	176	Guns, Small Arms, Sporting Guns, Rifles ...	Each ...	0 9 0	0 9 0
0 2 0	0 1 0	177	Do. do. Pistols, Revolvers, &c.	Do. ...	0 7 0	0 7 0
Measurement.		178	Haberdashery, Millinery, Hosiery, &c. ...	Case ...	Measurement.	
Do.		179	Hams in cases	Do. ...	Do.	
0 0 6	0 0 3	180	Do. in canvas, loose	Do. ...	0 0 6	0 0 6
0 12 0	0 8 0	181	Hardware	Ton ...	2 4 0	1 12 0
Measurement.		182	Do. when no weight is given	Case ...	Measurement.	
0 8 0	0 3 0	183	Harmonium and Organs if under 20 cubic ft.	Each ...	1 4 0	1 4 0
1 0 0	0 4 0	184	Do. do. if 20 c. ft. and under 30 c. ft.	Do. ...	1 13 0	1 13 0
1 8 0	0 6 0	185	Do. do. „ 30 c. ft and „ 40 c. ft.	Do. ...	2 6 0	2 6 0
2 0 0	0 8 0	186	Do. do. „ 40 c. ft. and „ 50 c ft.	Do. ...	3 0 0	3 0 0
2 4 0	0 9 0	187	Do. do. „ 50 c. ft. and „ 60 c. ft.	Do. ...	5 0 0	5 0 0
2 8 0	0 10 0	188	Do. do. „ 60 c. ft. and „ 70 c. ft.	Do. ...	8 0 0	8 0 0

2	12	0		0	11	0	189	Harmo.& Organs if 70 c. ft. and under 80 c. ft.	Do.	...	13	0	0		13	0	0
3	0	0		0	13	0	190	Do. do. „ 80 c. ft. and over ...	Do.	...	15	0	0		15	0	0
Measure ment.							191	Harness and Harness requisites	Case	...	Measure ment.						
							192	Hats and Caps—*see* Haberdashery.									
Special.							193	Hay and Straw, pressed	Bale	...	0	4	6		0	4	6
0	8	0		0	6	0	194	Hemp, loose, in bundles	Ton	...	1	13	0		1	13	0
0	4	0		0	2	0	195	Hemp, pressed	Bale	...	0	4	0		0	3	0
0	4	0		0	3	0	196	Hessians...	Do.	...	0	5	0		0	3	0
0	8	0		0	4	0	197	Hides, Buffalo, &c.	One hundred	...	1	0	0		1	0	0
0	12	0		0	8	0	198	Horns, of kinds	Ton	...	1	6	0		1	6	0
Special.							199	Ice	Do.	...	1	12	0		1	12	0
							200	Do. small quantities for use of ships in Docks			Free.						
							201	Incense—*see* Olibanum.									
Measure ment.							202	Indian Condiments	Case	..	Measure ment.						
0	8	0		0	8	0	203	Indigo	Ton	...	2	0	0		2	0	0
Measure ment.							204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	Case	...	Measure ment.						
0	6	0		0	3	0	205	Ink	Case or package	...	0	11	0		0	11	0
0	8	0		0	4	0	206	Do.	Cask	...	0	14	0		0	14	0
Measure ment.							207	Do.	Package of not more than 50 lbs.	...	0	2	0		0	2	0
0	8	0		0	8	0	208	Ironmongery	Ton	...	2	4	0		2	0	0
Measure ment.							209	Do. when no weight is given ...	Package	...	Measure ment.						
								Iron and Steel—									
0	8	0		0	4	0	210	(i) Iron or Steel Bars, Hoops, Pig, Rods, Scrap, Sheets, Bands. Angle, T, and Old...	Ton	...	1	2	0		1	2	0
0	8	0		0	4	0	210	(ii) Steel, Fagot, Keg, Spring and Octagon.	Do.	...	1	8	0		1	8	0
0	12	0		0	6	0	211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight, and galvanized iron Tubes and Pipes	Do.	...	1	10	0		1	10	0

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Rs. a. p.	Rs. a. p.	212	Iron or Steel—for weights above 1½ tons—*see* Rates for Machinery.		Rs. a. p.	Rs. a. p.
0 1 3	0 1 0	213	Ivory, Elephants' Tusks, &c.... *	Cwt. ...	0 3 3	0 3 0
0 3 0	0 2 0	214	Ivoryware	Package ...	0 10 0	0 10 0
0 8 0	0 8 0	215	Jaggery	Ton ...	0 12 6	0 12 6
0 4 0	0 2 0	216	Jars, fancy, large, China and Japan... ...	Each ...	0 3 0	0 3 0
1 8 0	0 12 0	217	Do. common, large	One hundred ...	6 0 0	6 0 0
1 0 0	0 8 0	218	Do. do. small	Do. ...	4 0 0	4 0 0
1 0 0	1 0 0	219	Jewellery and Trinkets*	Box or package ...	1 8 0	1 8 0
0 4 0	0 2 0	220	Jewellery and Trinkets, imitation	Do. ...	0 8 0	0 8 0
0 3 0	0 2 0	221	Jute, pressed	Bale ...	0 5 0	0 3 0
Special.		222	Kerosene Oil	Case of 8 imp. gal. ...	0 1 3	0 1 3
0 8 0	0 8 0	223	Khootwood	Ton ...	2 0 0	2 0 0
1 0 0	0 8 0	224	Lac	Do. ...	2 8 0	2 8 0
0 2 0	0 1 0	225	Lac-dye	Package ...	0 7 0	0 7 0
0 4 0	0 2 0	226	Lace and Thread, Gold and Silver, or Kinkob	Do. ...	0 8 0	0 8 0
Measurement.		227	Do. do. do. do. mock ...	Case or package ...	Measurement.	
0 8 0	0 8 0	228	Lead, Pig, Piping, Sheet and Rolls	Ton ...	1 8 0	1 8 0
0 8 0	0 8 0	229	Do. Black, White and Red...	Do. ...	2 4 0	2 4 0
0 8 0	0 8 0	229A	Lead, Red, Imitation (Red Earth or Ochre).	Do. ...	1 0 0	1 0 0
0 8 0	0 8 0	230	Do. Shot	Do. ...	2 4 0	2 4 0
0 4 0	0 2 0	231	Leather, foreign	Case or package ...	Measurement.	

* Packages containing single articles of Jewellery and Trinkets shall be charged for under Item 328.

0 8 0	0 8 0	232	Liquorice root...	Ton ...	2	0	0	1	8	0
		233.	Live Stock :—							
Special.		233/1	Bullocks	Each ...	1	0	0	1	0	0
		A	Cows and Buffaloes...	Do. ...	1	12	0	1	12	0
		B	Calves and Pigs	Do. ...	0	10	0	0	10	0
		C	Dogs and Monkeys	Do. ...	0	3	0	0	3	0
		D	Donkeys	Do. ...	1	12	0	1	12	0
		E	Deer	Do. ...	0	10	0	0	10	0
		F	Elephants	Do. ...	6	0	0	6	0	0
		G	Fowls and Ducks	One dozen ...	0	3	6	0	3	6
		H	Goats and Sheep	Each ...	0	5	0	0	5	0
		I	Horses*	Do. ...	2	0	0	2	0	0
		J	Mules	Do. ...	2	0	0	.....		
Special.		K	Pigeons, Quails and Partridges	Per dozen ...	0	2	0	0	2	0
		L	Turkeys and Geese	Do. ...	0	6	0	0	6	0
		M	Tigers, Bears, Crocodiles, and other Wild Animals	Each ...	5	0	0	5	0	0
		M-1	Tigers and other Wild Animals, cubs of...	Do. ...	1	0	0	1	0	0
		N	Other small birds					Free.		
		O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner.					Do.		
		P	Animals for public gardens in India ...					Do.		
		234	Luggage of European sailors, ship captains, members of the Water Police, and Preventive officers when proceeding on or returning from duty at the Docks ...					Do.		
0 2 0	0 2 0	235	Luggage, passengers' (See also item No. 409).	Portmanteau & hand packages.	0	1	0	0	1	0
0 2 0	0 2 0	236	Luggage, passengers' (See also item No. 409).	Trunks and cases ...	0	2	0	0	2	0

* When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 12 0	0 8 0	237	Machinery, up to ¼ ton weight	Ton ...	1 4 0	1 4 0
1 0 0	0 12 0	238	Do. over ¼ and not exceeding 1½ tons.	Do. ...	1 10 0	1 10 0
1 4 0	1 0 0	239	Do. over 1½ and not exceeding 5 tons.	Do. ...	1 14 0	1 14 0
1 8 0	1 2 0	240	Do. over 5 and not exceeding 8 tons.	Do. ...	2 4 0	2 4 0
2 0 0	1 4 0	241	Do. over 8 and not exceeding 11 tons.	Do. ...	4 0 0	4 0 0
2 8 0	1 8 0	242	Do. over 11 and not exceeding 15 tons.	Do. ...	5 0 0	5 0 0
3 0 0	1 12 0	243	Do. over 15 and not exceeding 100 tons.	Do. ...	7 8 0	7 8 0
0 8 0	0 8 0	244	Madder or Munjeet	Do. ...	2 0 0	1 8 0
1 0 0	1 0 0	245	Marble and Marble Slabs	Do. ...	2 4 0	2 4 0
Measurement.		246	Matches	Case ...	Measurement.	
0 4 0	0 2 0	247	Mats of sorts, foreign	Package of 50 ...	0 5 6	0 5 6
0 2 0	0 1 0	248	Do. country...	One hundred ...	0 6 0	0 6 0
Measurement.		248A	Mats, Zanzibar...	Package ...	Measurement.	
0 4 0	0 2 0	249	Matting, coir	Do. ...	0 5 0	0 5 0
0 6 0	0 3 0	250	Do. rolls of coir carpet...	Do. ...	0 8 0	0 8 0
		251	Medicines—*see* Drugs.			
0 12 0	0 10 0	252	Metals, unenumerated...	Ton ...	2 0 0	1 4 0
Special.		253	Military Stores, other than Arms, equipment not enumerated, up to 5 tons	Do. ...	2 0 0	2 0 0
		254	Do. for weights above 5 tons—*see* Rates for Machinery.			
		255	Do. when no weight is given	Package ...	Measurement.	
		256	Millinery—*see* Haberdashery.			

0	2	0	0	1	0	257	Mill furnishings—*see* Rates for Machinery.				
0	8	0	0	8	0	258	Mineral waters...	Case or cask ...	0	5	0
3	0	0	2	8	0	259	Mother-o'-Pearl Shells	Ton ...	2	4	0
2	0	0	1	4	0	259A	Motor Cars and all 4-wheeled Motor Cycles...	Each ...	10	0	0
0	12	0	0	8	0	259B	Motor Bicycles or Tricycles	Do. ...	8	0	0
0	4	0	0	4	0	*260	Mowra Flowers...	Ton ...	0	15	0
0	6	0	0	4	0	261	Musk	Case or package ...	1	4	0
0	8	0	0	8	0	262	Myrabolams or Gall-nuts and Beeda-nuts ...	Ton ...	0	15	0
	Special.					263	Nails, of sorts	Do. ...	1	12	0
0	8	0	0	8	0	264	Naphtha	Case or carboy ...	0	3	0
0	12	0	0	8	0	265	Nux Vomica	Ton ...	2	0	0
0	1	0	0	1	0	266	Oilcake	Do. ...	1	2	0
						267	Oils—Linseed, Castor, Gingelly, and other Vegetable.	Tin, drum or case up to 10 Imperial gals.	0	2	6
0	12	0	0	8	0	268	Do. do. do. in casks ...	Ton ...	1	8	0
0	8	0	0	4	0	269	Oils, perfumed...	Case or pot ...	0	10	0
	Measurement.					270	Oilcloth and Floorcloth	Ton ...	2	0	0
0	1	0	0	0	9	271	Oilman's Stores	Case below 2 c. ft. ...	0	2	0
0	1	6	0	1	0	272	Do.	Case from 2 to 5 c. ft.	0	4	0
	Measurement.					273	Do.	Case from 5 c. ft. and upwards ...		Measurement.	
1	0	0	0	8	0	274	Olibanum or Incense	Ton ...	1	12	0
1	8	0	1	0	0	275	Opium	Chest of 140 lbs. ...	1	12	0
0	12	0	0	8	0	276	Do.	Half chest ...	0	14	0
						276A	Ore, Manganese	Ton ...		.....	
						276B	Ore, Mineral, other than Manganese ...	Do. ...		... ...	
						277	Organs and Harmoniums—*see* Harmoniums.				
0	1	0	0	0	6	278	Orsidue or brass leaves	Package ...	0	2	6
0	1	0	0	0	6	279	Overland post parcels	Each ...	0	2	6
0	8	0	0	8	0	280	Paints, oil	Ton ...	2	4	0
0	4	0	0	2	0	281	Paper, of kinds (including bales of old newspapers)	Case or Bale ...	0	6	0
0	4	0	0	2	0	281A	Paper imported from Calcutta or any Ports of British India	Bale ...	0	4	0

0	5	0	0	5	0
1	12	0	1	12	0
10	0	0	10	0	0
8	0	0	8	0	0
0	15	0	0	15	0
1	4	0	1	4	0
0	15	0	0	15	0
1	12	0	1	12	0
0	3	0	0	3	0
1	8	0	1	8	0
1	2	0	1	2	0
0	2	6	0	2	6
1	8	0	1	8	0
0	10	0	0	10	0
2	0	0	2	0	0
0	2	0	0	2	0
0	4	0	0	4	0
	Measurement.				
1	8	0	1	8	0
1	4	0	1	4	0
0	10	0	0	10	0
0	10	0	0	10	0
0	12	0	0	12	0
0	2	6	0	2	6
0	2	6	0	2	6
2	4	0	2	4	0
0	6	0	0	6	0
0	4	0	0	6	0

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
1 0 0	1 0 0	282	Pearls	Box or package ...	1 0 0	1 0 0
Measure ment.		283	Do. imitation	Do. do. ...	0 7 0	0 7 0
As Oilman's Store.		283A	Peas, blue, from Europe	Package ...	As Oilman's Stores.	
0 8 0	0 8 0	284	Pepper of kinds and Pepper Roots	Ton ...	2 0 0	1 12 0
			Perambulators	Case ...	Measure ment.	
Measure ment.		285	Perfumery—Hair Oil, Pomades, &c. ...	Do. ...	Do.	
4 0 0	2 0 0	286	Pianofortes	Each ...	5 0 0	5 0 0
2 0 0	2 0 0	286A	Pianolas	Do. ...	2 0 0	2 0 0
0 4 0	0 2 0	287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale ...	0 4 0	0 2 6
0 4 0	0 2 6	288	Piece-goods, Silks and Velvets	Do. ...	0 12 0	0 13 0
0 4 0	0 2 6	289	Do. Cotton and Silk, large bales ...	Do. ...	0 12 0	0 12 0
0 4 0	0 2 0	290	Do. Woollens...	Do. ...	0 6 0	0 5 0
0 8 0	0 8 0	291	Pitch	Ton ...	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		293	Plants for public gardens in India... ...	.....	Free.	
		294	Platedware—*see* Bullion.			
1 0 0	1 0 0	295	Precious Stones	Box or case ...	1 0 0	1 0 0
		296	Provisions, fresh, for voyage*	Coolie-load ...	0 1 0	0 1 0
		297	Do. for daily use of Ships in Docks...	.....	Free.	
0 2 0	0 1 0	298	Quicksilver	Bottle ...	0 5 0	0 5 0

0 2 0	0 1 0	299	Rags	Bale or package ...	0 4 0	0 3 0
Special.		300	Railway Plant and Materials	.....	Same rates as Machinery.	
		301	Raisins—*see* Fruits, dried.			
0 12 0	0 8 0	302	Rattans	Ton ...	2 4 0	2 4 0
0 1 0	0 0 6	303	Do. Malacca	One dozen ...	0 3 0	0 3 0
0 8 0	0 8 0	304	Rose-flowers, dried	Ton ...	2 4 0	2 4 0
0 1 6	0 1 0	305	Rose-water	Case ...	0 2 6	0 2 6
0 1 0	0 0 6	306	Do.	Carboy ...	0 1 0	0 1 0
		307	Rope—*see* Cordage.			
0 8 0	0 8 0	308	Rosin	Ton ...	2 4 0	2 4 0
		309	Saddlery—*see* Harness.			
0 8 0	0 8 0	310	Safflower...	Ton ...	2 8 0	1 12 0
0 4 0	0 2 0	311	Saffron	Case ...	1 0 0	1 0 0
0 8 0	0 8 0	312	Sago	Ton ...	2 4 0	2 4 0
Measurement.		313	Do.	Case or package.	Measurement.	
0 8 0	0 8 0	314	Salammoniac	Ton ...	2 4 0	2 4 0
0 12 0	0 6 0	315	Salt, country	Do. ...	0 6 0	0 6 0
		316	Do. Refined—*see* Oilman's Stores.			
		316A	Do. English in Bulk	Ton ...	0 6 0	.....
0 12 0	0 6 0	317	Saltpetre	Do. ...	2 0 0	2 0 0
0 1 0	0 0 6	318	Samples, Cotton, small	.....	Free.	
0 1 0	0 0 6	319	Do. other than above	Parcel ...	0 1 0	0 1 0
Measurement.		320	Do. do. in case	Case ...	Measurement.	
0 8 0	0 8 0	321	Sandalwood	Ton ...	2 0 0	2 0 0
0 2 0	0 1 0	322	Do. boxes and ware	Package ...	0 7 0	0 7 0
0 8 0	0 8 0	323	Sapanwood	Ton ...	1 10 0	1 6 0
0 6 0	0 4 0	324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Do. ...	0 10 0	0 11 0
0 12 0	0 8 0	325	Seeds other than Oil-seeds, unenumerated...	Do. ...	1 12 0	1 12 0
0 8 0	0 8 0	326	Senna Leaves	Do. ...	2 4 0	1 12 0
1 0 0	1 0 0	327	Shark Fins and Samoodar Fins	Do. ...	2 2 0	2 2 0
0 8 0	0 4 0	328	Shawls, Cashmere and Delhi...	Case or package ...	0 14 0	0 12 0

* Other *bonâ fide* ship's stores (including live-stock for use on voyage), furniture, tools and materials for repairs imported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 2 0	329	Shawls, European	Case or package ...	Measurement.	
0 8 0	0 8 0	330	Shellac	Ton ...	2 8 0	1 12 0
0 3 0	0 2 0	331	Shells, in cases, unenumerated	Case ...	0 7 0	0 7 0
0 8 0	0 8 0	332	Do. in bags and loose, unenumerated ...	Ton ...	2 0 0	1 8 0
0 1 6	0 1 0	333	Shovels	Per dozen ...	0 3 0	0 3 0
0 4 0	0 2 0	334	Silk, Raw	Case or bale ...	0 8 0	0 8 0
		335	Do. Piece-goods—*see* Piece-goods.			
		336	Silverware—*see* Bullion.			
		337	Skins, Goat and Sheep, tanned	Bundle, bale or case.	0 6 0	0 6 0
Measurement.		338	Soap, perfumed, foreign	Case ...	Measurement.	
Do.		339	Do. bar do.	Do. ...	Do.	
Do.		340	Do. do. do. in small boxes ...	Per cubic foot ...	0 2 0	0 2 0
1 0 0	0 8 0	341	Do. country, soft, and bar	Ton ...	1 12 0	1 12 0
0 8 0	0 4 0	342	Spelter and Solder	Do. ...	1 14 0	1 14 0
1 0 0	0 12 0	343	Spices—Cinnamon and Mace, Nutmegs, Cloves, Bastard Cardamoms, and others, unenumerated	Do. ...	1 12 0	1 8 0
		344	Cardamoms—*see* Special Rate for Cardamoms.			
0 0 1½	0 0 0¾	345	Spirits, Liquors, and Wines in wood ...	Imp. gal. ...	0 0 3½	0 0 3½
0 0 9	0 0 3	346	Do. do. do. in bottle ...	1 doz. qts. or 2 doz. pints ...	0 2 0	0 2 0
		347	Stationery, unenumerated	Case or cask ...	Measurement.	
Measurement.		348	Steel—See Iron and Steel, Items 210—212.			

0	12	0	0	8	0	349	Sugar, Sugar-candy and Molasses	Ton ...	0	13	6	0	12	6
0	2	0	0	1	0	350	Do. Loaf or Chopped	Case of 1 cwt. & over.	0	5	0	0	3	6
Measure ment.						351	Do. do. do.	Case under 1 cwt. ...	Measure ment.					
0	8	0	0	8	0	352	Sulphur	Ton ...	2	2	0	3	2	0
						353	Tallow—*see* Fat.							
1	0	0	0	10	0	354	Tamarind	Do. ...	1	4	0	1	4	0
0	8	0	0	8	0	355	Tar	Do. ...	2	2	0	2	2	0
0	6	0	0	4	0	355A	Tarpaulins, new	Bale ...	0	8	0	0	8	0
0	3	0	0	2	0	355A	Do. old	Do. ...	0	4	0	0	4	0
0	1	0	0	0	6	356	Tea	Package up to 15 lbs.	0	1	0	0	1	0
0	1	0	0	0	6	357	Do.	Pkge. above 15lbs. & up to 30 lbs.	0	3	0	0	2	0
0	2	0	0	1	0	358	Do.	Do. above 30 lbs. & for every 60 lbs.	0	3	0	0	3	0
0	12	0	0	6	0	358A	Do.	Package of 180 lbs. ...	.....			0	8	0
0	3	0	0	1	6	359	Thread	Case ...	0	6	0	0	5	0
0	12	0	0	8	0	360	Tiles, flooring	Ton ...	2	4	0	2	4	0
0	12	0	0	8	0	361	Do. foreign	1,000 ...	3	12	0	3	12	0
						362	Do. Mangalore	Regtr. ton of vessel...	1	12	0	1	12	0
0	12	0	0	4	0	363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft. ...	1	12	0	1	12	0
0	12	0	0	4	0	364	Do. planks and scantlings	*Do.* ...	1	4	0	1	4	0
0	8	0	0	4	0	365	Tin, of kinds	Ton ...	1	12	0	1	4	0
0	1	0	0	0	6	366	Tin plates	Box of 1 cwt. & under*	0	1	6	0	1	3
0	4	0	0	2	0	367	Tobacco, foreign or manufactured	Case ...	0	6	0	0	6	0
Measure ment.						368	Do. country	Bale ...	Measure ment.					
0	4	0	0	2	0	369	Tortoise Shell	Case ...	0	9	0	0	9	0
Measure ment.						370	Toys	Do. ...	Measure ment.					
0	2	0	0	1	0	371	Trunks and Boxes	Do. ...	Do.					
0	6	0	0	6	0	372	Turmeric and Turmeric powder	Ton ...	1	2	0	1	4	0
Special.						373	Turpentine	Tin, drum or case up to 10 Imp. gals. ...	0	2	6	0	2	6
1	4	0	0	8	0	374	Twine	Ton ...	1	8	0	2	0	0

* Boxes above 1 cwt. to be charged proportionately.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 2 0	375	Twist and Yarn	Bale ...	0 4 0	0 2 3
Measurement.		376	Umbrellas	Case ...	Measurement.	
0 1 0	0 0 6	377	Varnish	Five Imp. gals. ...	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load ...	0 1 6	0 1 6
		379	Do. do.	Cart-load ...	0 7 0	0 7 0
		379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c. ...	Ton ...	1 0 0	1 0 0
				Cart-load ...	0 12 0	0 12 0
0 2 0	0 1 0	380	Vermilion	Case ...	0 5 0	0 5 0
0 3 0	0 2 0	381	Waste, Cotton, Twist and Wool	Bale ...	0 2 0	0 2 0
0 8 0	0 8 0	382	Watches, gold and silver	Case ...	1 8 0	1 8 0
0 4 0	0 2 0	383	Do. other than above	Do. ...	0 12 0	0 12 0
0 8 0	0 8 0	384	Whiting	Do. ...	2 0 0	2 0 0
0 8 0	0 8 0	384A	Whiting imported loose as broken stowage.	Ton ...	1 0 0	1 0 0
		385	Wines, &c.—*see* Spirits.			
0 1 0	0 0 6	386	Wire, bottling	Case of 1 cwt. ...	0 2 0	0 2 0
1 0 0	0 8 0	387	Do. of sorts, unenumerated	Ton ...	2 4 0	2 4 0
0 3 0	0 1 0	388	Wool, unpressed	Docra up to 1½ cwts...	0 4 0	0 4 0
0 4 0	0 2 0	389	Do. do.	Bale from 1½ to 3 cwts	0 6 0	0 6 0
0 4 0	0 2 0	390	Do. do.	Bale or bora above 3 cwts.	0 8 0	0 8 0
0 3 0	0 2 0	391	Do. pressed	Bale	0 5 0	0 5 0
		392	Do. Berlin—*see* Haberdashery.			

					393	Woollens—*see* Piece-goods.										
0	12	0	0	6	0	394	Yellow-metal Sheets, Sheathing and Braziers	Ton	...	2	0	0		1	4	0
0	8	0	0	6	0	395	Zinc, Sheathing, Sheets and Perforated Sheets	Do.	...	2	0	0		2	0	0
						396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—									
0	1	0	0	0	9	397	if under 4 cubic feet	Package	...	0	2	0		0	2	0
0	1	6	0	1	0	398	if 4 or under 6 cubic feet	Do.	...	0	4	0		0	4	0
0	2	6	0	1	6	399	if 6 or under 10 cubic feet	Do.	...	0	6	6		0	6	6
0	4	0	0	2	0	400	if 10 „ 15 „	Do.	...	0	8	0		0	8	0
0	5	0	0	2	6	401	if 15 „ 20 „	Do.	...	0	10	0		0	10	0
0	6	0	0	3	0	402	if 20 „ 30 „	Do.	...	0	14	0		0	14	0
0	10	0	0	5	0	403	if 30 „ 40 „	Do.	...	1	8	0		1	8	0
0	14	0	0	7	0	404	if 40 „ 50 „	Do.	...	1	8	0		1	8	0
1	0	0	0	8	0	405	if 50 „ 60 „	Do.	...	1	14	0		1	14	0
0	1	0	0	0	9	406	For every 10 cubic or part of 10 c ft. additional	Do.	...	0	2	0		0	2	0
1	4	0	0	8	0	407	On all goods not enumerated, chargeable by weight	Ton	...	2	4	0		2	4	0
						408	Unenumerated unpacked goods	Coolie-load	...	0	2	0		0	2	0
						409	Passengers' baggage unmanifested and for which Dock labour is not supplied; also bicycles, tricycles, and sporting guns, the personal property of passengers except when first imported from Europe ...					Free				

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class.—4 pies a maund, or 9 annas a ton.

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabolans.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1st Class.—6 pies a maund, or 13 annas a ton.

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds
Iron, bar-iron, hoops, pig, scrap sheets, &c.
Jaggery.
Jute, pressed.
Kerosine oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papad-khar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class.—8 pies a maund, or Rs. 1-2-0 a ton.

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brass-ware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colomba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage.
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails, of sorts.
Nux vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, country, soft and bar.
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas
Waste, cotton twist & wool.
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aerated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, Sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman's stores.
Pearls, imitation.
Pepper and pepper roots.
Rose-flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liqours, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic
Baskets, cane.
Books.
Camphor.
Camphor wood, drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots
Crockery, Queen's porcelain and earthenware.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton, silk and woollen.
Plants.
Shark fins, samooder fins.
Shells.
Skins, goats and sheep, tanned.
Toys
Trunks and boxes.
Turpentine.

5th *Class.*—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, others than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephant's tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82⅔ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a coolie-load.

The following specified articles and all others not mentioned in the above classification will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bunder Rate-Book:—

Bicycles and tricycles.
Billiard tables.
Boats.
Carriages.
Bullion and specie.
Jewellery.
Pearls.
Precious stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges, rents, overside fees, night* and *holiday work, transhipment, cranage, siding charges,* &c, the rules laid down in the General Rate-Book for the Wet Docks will apply.

The Minimum charge for any package shall not be less than *one anna.*

Fractions of an anna. In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna.*

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery and manganese ore shipped in bulk—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	6	each.
„ „ „ „ over 6 „	0	1	0	„
Bales under 6 cubic feet	0	1	0	„
„ over 6 „	0	2	0	„
Cases, Machinery, under 1½ tons weight	0	2	0	„
Packages over 1½ tons weight...	0	8	0	„
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	„
„ „ „ over 2 dozen...	0	1	0	„
Pianos and Harmoniums	0	4	0	„
Gilt Moulding	0	4	0	„
Quarter Casks in Casing	0	4	0	„
Hogsheads „	0	8	0	„
Two-wheeled Carriages	0	4	0	„
Four-wheeled „	0	8	0	„
Fixing Carriages...	4	0	0	„

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16, will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (To be used at ship's risk.)	0	8	0	„
For Hire of Wire net Slings (To be used at ship's risk.)	2	0	0	„
For Hire of Large Iron Tubs	1	0	0	„
For Hire of Small Tubs	0	8	0	„
For Hire of 5-Ton Trucks	3	0	0	„
For Hire of 10 Ton „	6	0	0	„

9. Weighing or measuring goods 3 annas per ton, and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement, Re. 1 each.

Rents.

11. IMPORTS.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days, and duty-free goods 5 days' free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days or part of 3 days, at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the warehouse for Unclaimed Goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

B.—(1) (i) All iron and steel as specified under 210-1 shall be stacked by the Trustees' Contractors according to marks as far as possible as landed.

(2) As soon as all the iron and/or steel is landed and sorted, notice shall be given to consignees, and seven free days will be allowed from the date of such notice.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of seven days and each succeeding fee three days only.

C.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed: provided—

(1) that the consignee's intention to load the goods into wagons is previously declared before the goods are landed;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Docks Superintendent, and

(3) that all charges are paid.

12. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handling from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons. In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

H.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only)

* BYE-LAW—Working hours at the Docks shall be from 7 a.m. to 12 noon and from 1 p.m. to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government or on any special occasions ordered by the Trustees. *In computing* the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the "free days," except when goods are landed after sunset, when the free days will not commence until the following morning.

as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. Overside Charges.—Import goods delivered from vessels in Dock into lighters alongside for removal out of Dock and export goods taken on board vessels in Dock from lighters alongside will be charged ⅓rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment, overside, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.	Coir.	Wool.
On landing, if work is done by muccadum, per bale .....Re.	0-0-6	0-0-9	0-0-6
On re-shipment, if work is done by muccadum, per bale..... „	0-0-6	0-0-9	0-0-6
On re-shipment, if work is done by Trust, per bale ..... „	0-2-0	0-2-9	0-4-6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 23.

Provided that in the case of weights exceeding 1½ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage and packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to cranage leviable under paragraph 29.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere

into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

20. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every square-rigged vessel using the Docks (except troop-ships, for which special rates may be arranged) will be charged 1 pie per ton per diem, the minimum charge (troop-ships excepted) being Rs. 25 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—

For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length..... „ 18 „

21. *Night and Holiday work.*

The charges for night work at Wet Docks shall be as follows :—

A.—Rs. 30 per night from 7 P.M. to 3 A.M.
Rs. 15 per half-night, from 7 P.M. to midnight.

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7 P.M. to 3 A.M., and Rs. 7½ per half-night, from 7 P.M. to midnight or from midnight to 3 A.M. to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays:—

For work done any time between midnight on Saturday and midnight on Sunday ..... Rs. 200
For work done on Holidays ..... „ 30 per day.
„ „ ..... „ 15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act without Import and Export documents, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates :—
   one-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts.....2½ annas per ton.
2. Groundnuts, Myrabolams, Oil-seeds and Jaggery.....3½ annas per ton.

3. All other Indian produce and manufactures, 6 annas per ton.
   This fee will cover the right to storage for five days; thereafter the ordinary Dock ground or shed rent charges will be levied.

   Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

   In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30 A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4 P.M. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4 P.M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half day or half night ...	2	8	0
For each steam crane per day or per night ...	7	0	0
For each steam crane per half-day or half-night ...	4	0	0

'Day to be from 7 A.M. to 12 noon and from 1 P.M. to sunset. Half day to be from 7 A.M. to 12 noon or from 1 P.M. to Sunset.' Night to be from 7 P.M. to 3 A.M. Half night to be from 7 P.M. to midnight or from midnight to 3 A.M.

Any part of a day or night less than a half will be charged as a half day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country-crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(2) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

					Rs.	a.	p.	
			5 tons...	...	1	0	0	per ton
„	5	„	„ 8 „ ...	...	2	0	0	„
„	8	„	„ 11 „ ...	...	3	4	0	„
„	11	„	... ...	...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery and other items charged as machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied:—

For ships of tons	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	70	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Docks are as follows :—

		Rs.	a.	p.
(1)	* * * * *			
(2)	* * * * *			
(3)	Firewood, Charcoal, Timber and Rafters...per ton	0	3	0
(4)	State Railway and Government Stores	Special	Rates.	
(5)	Manganese ore and other similar ores ... per ton	0	2	0
(6)	Coal and Coke ... ... ,,	0	2	0
(7)	All other goods ... ... ,,	0	3	0
(8)	Live-stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon ... ... ,,	0	4	0
(9)	* * * * *			
(10)	Unloading work of waggons when done by Trustees at Docks ... ... per ton	0	1	6

31. *Cancelled.*

By Order of the Trustees,
H. E. HART,
Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	50
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	.....	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ „ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dholl	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs. gross.
Gunjah	.....	50
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
" " cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabolams	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ „ chests	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ casks...	4	hhds.
Oil-seed Cake	20	.....
Opium	per	chest.
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding.	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower	5 bales not exceeding.	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	20	gross.
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piecegoods	.....	50
Skins	14	gross.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piecegoods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ „

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money whether the same shall pass through the Agent's hands or not... ... ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 „

If Opium, Indigo, Raw Silk or Silk Piece-Goods. 1¼ to 2½ „

If Treasure, Precious Stones, or Jewellery ... ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ „

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... ... 2½ „

Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage, when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet
Blackwood, otherwise ...	Do. do. ...	20 Cwts. Nett
Bone Meal	Bags	20 „ „
Cardamoms	Robbins...	10 „ „
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett
Coculus Indicus ...	Robbins	14 „ „
Ditto	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 „ „
Ditto	Bundles or Coils ...	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs	10 „ „
Coir Matting	Rolls	50 Cubic feet; ⅓ allowed off for the round.

TONNAGE SCALE—*contd.*

Goods.	Packages.	Shipping Ton.
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces	12 „ „
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales ..	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 „ „
Ditto	Bags each cup cut in 4 pieces	14 „ „
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets... ...	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth ...	Cases	50 „ „
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all *kinds* ...	Cases	50 Cubic feet
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett

TONNAGE SCALE—*contd.*

Goods.	Packages.	Shipping Ton.
Horns, Deer	Loose	12 Cwts. Nett
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwts. Nett
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Cases, Drums or Tanks.	50 Cubic feet
Pepper	Bags	16 Cwts. Nett
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	13 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto	Loose	13 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet
Timber (all kinds) square Logs or Planks ...	... ...	50 „ „
Ditto Round Logs ...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	.....
Alum	20	.....
Aniseed ...	8	.....
Arrowroot, in cases ..	.....	50
Assafœtida, in bags...	20	.....
Do. in boxes	20	.....
Apparel	.....	50
Bark, in bags...	8	.....
Barrilla	20	.....
Bees' wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per	cent.
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Cowries...	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....
Do. in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....
Metals...	20	.....
Myrabolams	17	.....
Molasses	20	.....

TONNAGE SCALE.—*(contd.)*

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Oil, in casks	210 Imperial	Gallons.
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

J. A. BOYSON,
Chairman of the Chamber of Commerce.

MADRAS, 14*th February* 1890.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Kurrachee Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight except in the case of Salt.

2. The standard ton at Kurrachee for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bone meal and Bone dust	30 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	17 15 „ 14	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	20 „	20 „
Cocoa, in bags	10 „	12 „
Coculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet.	50 feet.

* NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and steamer agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in bags or frazils	12 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils...	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 „	12 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales...	40 feet.	50 feet.
Cowries, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed...	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c... ...	40 feet.	.....
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in cases... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled...	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles...	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails	20 „	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowaree, in bags	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags ...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	310 Impl. gals.
Oil, Cocoanut	11 cwt.	.....
Oil cake in cakes, or lumps (in bags) ...	16 „	.....

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1½ cwt.) ...	13 „	16 „
Do. do. (1¼ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1½ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales...	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan Wood	11 „	16 „

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak Round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated wood	11 „	14 „
Whanghees (*vide* canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

PAYABLE IN KURRACHEE.

The conversion into Indian Currency of sterling freight inward to Kurrachee, payable in Kurrachee, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

PAYABLE IN KURRACHEE.

Difference of freight outwards from Kurrachee stated in sterling payable in Kurrachee (in absence of any stipulation on the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated; an allowance of 4½ per cent. in the case of sailing ships, and 2½ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of rules 3 and 4 published under the Wharfage Fees Act, III of 1879.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1905.

The annual ballot for the office of Chairman took place on the 17th and 18th January 1905 and resulted in the re-election of the Hon'ble Mr. C. H. Armstrong.

ELECTION OF DEPUTY CHAIRMAN FOR 1905.

The ballot for this office took place on the 24th and 25th January 1905, and resulted in the election of Mr. H. E. E. Procter.

CHANGES IN THE CONSTITUTION OF THE COMMITTEE DURING 1904.

Mr. W. Harvey and Mr. F. W. Bickel, members of the Committee, resigned in April 1904 on proceeding to Europe; and the vacancies so created were filled by the appointment of Colonel H. D. Olivier, R.E., and Mr. D. H. Glade.

NEW MEMBERS OF THE CHAMBER.

During the year under report the following were elected members of the Chamber:—

The New Zealand Insurance Company, Ltd., proposed by Messrs. Lyon & Co., and seconded by Messrs. Killick, Nixon & Co.

Mr. William M. Bell, proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. Ewart, Latham & Co.

Messrs. Worman & Co., proposed by the National Bank of India, Ltd., and seconded by Messrs. Kahn & Kahn.

The Holland-Bombay Trading Company, Ltd., proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. Glade & Co.

RESIGNATION OF MEMBERSHIP.

The following resigned membership :—

Messrs. Drennan & Co.

The Commercial Bank of India, Ld.

LEGISLATIVE COUNCIL OF THE GOVERNOR OF BOMBAY.

Representation of Chamber.

On the 24th February, 1904, the Chamber were invited by His Excellency to recommend a person to be nominated as an additional member of Council in the room of Mr. J. Moncrieff Dick, resigned. A ballot was duly held on the 16th March, when the Chairman-elect, Mr. C. H. Armstrong, was found to be elected. His name was, therefore, duly recommended to His Excellency in the sense contemplated ; and on the 8th April Mr. Armstrong was duly nominated.

MUNICIPAL CORPORATION.

Representation of the Chamber.

The election of representatives took place in February 1904, and was recorded in last year's Report (page 1). The representatives then elected have continued to act throughout the year.

PORT TRUST.

Representation of the Chamber on the Board.

Mr. Frank Ritchie, one of the Chamber's representatives on the Board of the Port Trust, obtained leave of absence for nine months from 26th January 1904, and the Chamber were accordingly called upon to appoint a representative to act in his absence. Mr. W. C. Symes was duly elected on the 18th February.

The term of office of the following representatives expired on the 31st March, 1904 :—

Mr. J. M. Dick.
Mr. William Greaves.
Mr. A. M. Monteath.

On the 9th March the following gentlemen were elected in their places :—

Mr. C. H. Armstrong.
Mr. William Greaves.
Mr. A. M. Monteath.

Under the provisions of the Port Trust Act a person is **disqualified as a member of the Board if he is interested in a contract,** exceeding a certain value, with the Trust. At one time it seemed probable that the question of such disqualification would arise in connection with the appointment of one of the gentlemen named above. It appeared that the firm of which that gentleman was a member had, solely as the Bombay Agents of a certain Company and on their behalf, signed a contract between that Company and the Trust. The Committee were given privately to understand that the election of this gentleman would be objected to on the grounds stated; and the matter was complicated by the circumstance that, should such objection become effective, no time would be left in which to hold a supplementary election within the period prescribed by Government.

The following questions were therefore submitted to the Chamber's Solicitors :—

(*a*) Whether, if the expected objection were made good and a vacancy thereby occurred, the Chamber could be held to have made default "in electing any trustee under the foregoing provisions within the period hereinafter prescribed." (*See* Act VI of 1879, Sec. 6.)

(*b*) Whether **Government could in that case nominate** a person to the vacancy.

The reply of the Chamber's Solicitors was to the following effect:—

"In reply we beg to state that if the objection of the Port Trust shall prove to be valid and well founded . . . Government cannot, in our opinion, nominate a person to the vacancy, because, we think that no default has been made by the Chamber in electing any Trustee.

"In expressing this opinion, we are assuming that Mr. A. B. is qualified, under the rules and constitution of the Chamber, to be a candidate for the office of elective trustee; that he duly offered himself, or was duly nominated as such candidate and that he was duly elected in such manner as is provided by para. 1 of Sec. 6 of Act VI of 1879.

"We do not think that it is the duty, or within the province of the Chamber of Commerce, *before* accepting the name of any person who is *primâ facie* entitled to offer himself as a candidate, to hold an enquiry as to whether he be subject or not to any of the disqualifications enumerated in Sec. 14 of the same Act.

"We further think that if, after the election of a candidate, it shall appear that he is disqualified upon any of the grounds set forth in Section 14, a vacancy, as contemplated by Sec. 13, will have occurred, which vacancy will have to be filled up by the Chamber within one month in the manner provided by that Section."

It is thought well that these opinions should be textually recorded and brought to the knowledge of the members for future guidance.

Mr. H. E. E. Procter obtained leave of absence from the Board for seven months from the 31st May 1904; and, a ballot being duly held on the 21st and 22nd June for the election of a representative to act in his absence, the following gentleman was elected;—

Mr. Arthur Leslie.

On the 15th and 16th December, a ballot was held for a representative in place of Mr. William Greaves who had resigned on proceeding to Europe, and the following gentleman was duly elected :—

Mr. F. W. Bickel.

CITY IMPROVEMENT TRUST.

Representation of Chamber on Board.

On the 31st March, 1904, the term of office of Mr. C. H. Armstrong, the Chamber's representative on the City of Bombay Improvement Trust, expired ; and on the holding of a ballot for a successor on the 17th and 18th March, the following gentleman was duly elected for a period of two years :—

Mr. Charles H. B. Forbes.

OFFICE ORGANIZATION.

Joint Staff Arrangement with other Associations seated in the Office of the Chamber.

These arrangements worked satisfactorily throughout the year.

The arrangement with the Cotton Trade Association terminated on the 30th November, when it was extended up to 31st December, and renewed from that date as **a continuous or running agreement** terminable by either party at the close of any calendar year, on notice being given not later than the 30th June of such year.

The employés of the various associations were taken over by the Chamber and were paid consolidated salaries equal to the aggregate of the salaries received by them from the various Associations. (*See Proceedings of Committee, 3rd February* 1904.)—(*Appendix* **A-1.**)

SECRETARY'S LEAVE OF ABSENCE.

The Secretary obtained leave of absence for six months from the 22nd April ; and this was subsequently extended till the 26th November on medical certificate. He resumed duty on that date.

MEASURERS AS PUBLIC SERVANTS.

CHAMBER'S REPRESENTATION TO GOVERNMENT.

(See *Report* 1903, *pp.* 8, 227.)

In July 1903 the Committee addressed the Government of Bombay suggesting an amendment of the Indian Penal Code in order to bring within the category of Public Servants the persons employed by the Chamber for the public measurement of cargo for shipment.

In addressing the Chamber in the early part of the year under review, the Under-Secretary to Government in the Judicial Department, informed the Chamber that His Excellency the Governor in Council was advised that *Section 477A, which was added to the Indian Penal Code by Section 4 of the Indian Criminal Law Amendment Act, 1895 (III of 1895), would probably be found to provide an **adequate remedy** in cases such as those brought to notice by the Chamber, and to cover the case of a measurer who dishonestly falsifies his certificates, and, when read with the Sections of the Code relating to abetment, the case of any person who dishonestly induces or attempts to induce a measurer to do so. Government were accordingly of opinion that, unless the above view was tested and proved unacceptable, the Governor in Council saw **no need for legislation** in the matter.

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* Section 477A, reads as follows:—

"Whoever, being a clerk, officer or servant, or employed or acting in the capacity of a clerk, officer, or servant, wilfully, and with intent to defraud, destroys, alters, mutilates or falsifies any book, paper, writing, valuable security or account which belongs to or is in the possession of his employer, or has been received by him for or on behalf of his employer, or wilfully, and with intent to defraud, makes or abets the making of any false entry in, or omits or alters or abets the omission or alteration of any material particular from or in any such book, paper, writing, valuable security or account, shall be punishable with imprisonment of either description for a term which may extend to seven years, or with fine, or with both."

Explanation.—"It shall be sufficient in any charge under this section to allege a general intent to defraud without naming any particular person intended to be defrauded or specifying any particular sum of money intended to be the subject of the fraud, or any particular day on which the offence was committed."

On receipt of the above communication, the Committee consulted Messrs. Craigie, Lynch & Owen, Solicitors to the Chamber, and under their advice a **further communication was addressed to Government** under date 14th March 1904. In it the Committee stated that the wording of Section 477A left little doubt that it was designed to deal with cases of falsification of books of account by subordinates. The cases that the Chamber had to deal with were not of the type thus obviously contemplated by the section ; but, if the words of the section clearly covered such cases and if the particular case to be tried were one of the actual issue of a false certificate or of bribery demonstrably intended to procure the issue of such a certificate, an ultimate conviction might be possible or even probable. But it should be borne in mind that it is not the Chamber that loses money through fraud in measurement, nor does it gain more money by stopping fraud. Therefore it cannot afford heavy expenditure on prosecutions ; and, considering the extent of the evidence to be secured, the expenditure of time and the amount of costs to be incurred, as well as the risks attending failure, the Committee were unable to regard the remedy suggested as practically available.

The Committee desired to make it clear that the **case contemplated by the Chamber** was different from either of those stated by Government. It was not that of a "measurer who dishonestly falsifies his certificates," nor that of a "person who dishonestly induces or attempts to induce a measurer to do so," which latter case involved an assumption that the intention with which a certain inducement was offered was admitted or beyond doubt. The case actually in contemplation was that of a person who offered a bribe to a measurer, the intent with which that bribe was offered being to some extent a matter of inference. It was understood from the letter received from Government that Government agreed that under the existing law there could be **no con-**

viction for the bare fact of offering a bribe to a measurer.

This, however, was precisely the offence which the Committee, by their letter of the 20th July last, more particularly sought to have made punishable. It is comparatively easy to prove a simple fact like the offering of a bribe. It is most difficult to prove that a bribe was offered with a certain object or intent. In the minds of persons who know the nature of a measurer's work no real doubt can exist that when a bribe is offered, the offer is made with the object of inducing him to issue a false certificate. But even in cases where it was shown beyond doubt that a sum of money had been offered it might, and probably would, be extremely difficult to induce a Magistrate to convict on a mere inference that the bribe had not been offered for some other purpose, as, for instance, the expediting of the measurement. If in a particular case all doubt on this point could be removed, conviction might in that particular case be obtained; but even then the proceedings would be neither short nor simple. The Chamber had to consider, moreover, the bad effects likely to follow an abortive prosecution; and in cases similar to those which they already had before them they would not feel justified in courting these bad effects by disregarding the uniform and unequivocal legal advice obtained by them. What was necessary, the Chamber pointed out, was not only that there should be a **definite remedy**, but that the proceedings to obtain that remedy should be **simple and short.** It was clear that for cases of the particular type to which the Chamber's letter of the 20th July related, there was no effective remedy, and that at present persons employed by dishonest shippers could offer bribes with practical impunity. And it was not without considerable experience that the Committee held the view that the only way of putting an end to the malpractices complained of was to render the simple

fact of offering a bribe to a measurer a penal offence. The Committee accordingly begged that His Excellency the Governor in Council might be pleased to consider the question with special regard to those cases in which a bribe was offered, but not accepted.'

In a further letter received by the Chamber, under date 6th April 1904, **the Bombay Government replied** that before attempting legislation the Government of India must be satisfied that the present law was insufficient. Government, however, were advised that an attempt to bribe a measurer was an offence punishable under Sections 116 and 477A, of the Indian Penal Code, and that until this opinion was proved to be mistaken they could not propose any amendment of the law. It was further stated that if the Chamber would place in the hands of the Commissioner of Police, Bombay, the next suitable case of the kind that came to their notice, Government would direct the **Public Prosecutor to take it up**, and would subsequently be in a better position to form an opinion as to the necessity for legislation. (*Appendix* **A-2.**)

MEASUREMENT DEPARTMENT.

Amendments of Rules.

(See *Report*, 1903, *p.* 4.)

The Amendment of Rule XII whereby the power to prescribe the form of measurement certificates was conferred on the Committee was duly confirmed at the Annual General Meeting held on the 17th February, 1904, and will be found in the Rules, together with the modified Order issued by the Committee in conformity with the powers so given.

MEASUREMENT DEPARTMENT.

Temporary Measurement Slips Relating to Goods Shipped in Boats.

In the beginning of March 1904 complaints were received from shippers at Colaba that they did not get their copy of

the Temporary Measurement Slip relating to cargo shipped in boats for the steamers of a certain line. It was found that a practice had grown up under which the copy that was given to the shipper accompanied the goods on board the steamer, and was there retained by the representative of the ship's agent; while the second copy was subsequently collected by the clerk of the ship's agent from the measurer. In this manner, the ship's agent got two copies while the shipper was left without one whereby to check the correctness of the certificate subsequently issued to him.

After some correspondence and discussion it was resolved by the Committee that **the following words should be added** for the sake of clearness to **Order 23** :—

"Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers."

It was thus made incumbent on ship's agents to see that those copies of the measurement slips which accompanied the goods alongside were duly preserved and sent to their offices by the officers of their vessels.

The reason for this change was that the copy which is given to the boatman passes entirely out of the control of the shipper, who could never recover it from the boatman even if the latter were always able to recover it from the ship. On the other hand, such copy does come under the control of the ship's officers who represent the ship's agent.

The Circular issued to members on the 19th March will be found among the appendices. (*Appendix* **A-3.**)

MEASUREMENT OF COTTON BALES AT JAITHAS.

(See *Reports* 1903, *p.* 167.)

The extent to which the arrangement made with the Cotton Trade Association for the measurement of cotton for contract

purposes serves any practical purpose may be judged by the fact that in the year under report it has only once been resorted to.

WEIGHMENT OF COTTON AND CERTIFICATION OF WEIGHMENTS BY MEASURERS.

In conformity with a Resolution passed at the Meeting of Committee held on the 18th September, 1901, the weighment and certification of cotton for contract purposes and the drawing of sealed samples is undertaken by the Chamber when the ordinary work of the measurement department admits of the detailing of a measurer for that purpose.

It is requested that members will in all cases give ample notice of their requirements in this line. The Chamber does not unconditionally engage to undertake such work, and in the busy season it might well happen that it might be impossible to tell off a man at short notice.

The charge fixed by the Committee at the date stated is Rs. 15 per 100 bales and the extent to which this concession is used would appear to indicate that it is a real convenience to the trade.

TEMPORARY MEASUREMENT SLIPS AND CERTIFICATES.

SHOULD BE CHECKED.

(See *Report*, 1903, *p.* 4.)

Attention is again drawn to the importance of seeing that the measurement certificates are regularly checked against relevant Temporary Measurement Slips. Unless shippers and ship agents will assist the Chamber in this way, it is impossible to provide absolutely against laxity and error.

ANNUAL REPORTS OF CHAMBER.

SPARE SET DEPOSITED WITH BANK OF BOMBAY FOR SAFE CUSTODY.

A spare set of the old Annual Reports of the Chamber were deposited on the 5th February 1904 with the Bank of Bombay for safe custody. The Bank, in accepting custody at a special reduced charge of Rs. 10 deposit, Rs. 10 per annum, and Rs. 10 at time of withdrawal, explained that it was not usual for the Bank to receive such large boxes, and that, should it cause inconvenience, they might have to ask the Chamber to remove it. The Bank's receipt for the box was placed on the table at the Committee Meeting of the 3rd February 1904, when orders were passed as to its preservation.

ANNUAL REPORTS OF CHAMBER.

VOLUMES FROM THE CHAMBER'S BOUND SET NOT TO BE TAKEN OUT OF THE OFFICE BY MEMBERS.

As certain of the volumes in the Chamber's bound set of the old Reports are now unique, and as members have hitherto been accustomed to borrow such numbers as they did not possess, it was, on the suggestion of the Secretary, resolved at the Meeting of Committee held on the 3rd February 1904, that in future none of the volumes of the Chamber's bound set of Reports should be taken out of the office. A certain number of spare sets are still available. An inventory of these sets will be found among the Appendices with prices attached. (*Appendix* A-4.)

CONFERENCE OF CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

(See *Report*, 1903, *p.* 14.)

The proposal made for the holding of occasional Conferences of Indian Chambers of Commerce, as recounted in last

year's report, met with general approval and has been brought to fruition. The Bengal Chamber having expressed a wish that the first Conference should be held in Calcutta, this Chamber readily assented.

The matter of **Procedure** was left entirely in the hands of the Chamber under whose auspices the Conference was to take place; and the Rules drawn up by that Chamber are printed in the Appendix, along with the Programme, setting forth the Resolutions submitted by the various Chambers.

As soon as the terms of these Resolutions had been definitely determined, a circular was issued to members communicating these terms and inviting suggestions. Certain representations were made by members regarding the terms of the Resolutions, and in deference to these views permission was sought to amend phrases to which exception had been taken.

The Delegates appointed by the Committee were—

The Hon'ble Mr. C. H. Armstrong, Chairman.
Mr. Marshall Reid, C.I.E., Deputy Chairman.
The Secretary.

A member of Committee having intimated that he would propose a vote of a certain sum to the two Delegates to defray their expenses in connection with their visit to Calcutta, the point was referred to the Chamber's Solicitors, who advised that while the Committee had power to defray the expenses of the Secretary who was part of "the establishment," they could not devote any part of the Chamber's funds to defraying the expenses of the Delegates. It was therefore resolved to submit the vote for confirmation at the first Annual General Meeting.

The Conference was fixed to take place on the 3rd to 6th January; and as the earlier sections of this report had to go

to press before that date, members are referred to the Appendix for a summary of the proceedings. These were recorded at length in a Special Report, of which one copy is distributed to each member. (*Appendix* A-5.)

TONNAGE SCALE.

Cotton Seed.

Repeated Tests. Inconclusive.

At the instance of various members, repeated tests in this article were made to ascertain whether the present tonnage scale in respect of it should be revised. These tests were made on the following dates, with the results shown :—

18th March, 12·72 cwts. to the steamer ton.

6th April, 12·12

21st April, 12·64

The decision come to by the Committee in respect of these divergent tests was, under date 9th May, stated as follows in a letter to one of the members interested :—

" Owing to the exceptionally large size of the bags used in the first test, the Committee decided to disregard the measurement of the 18th March. With respect, however, to the second and third tests the Committee do not feel that the results arrived at are such as to justify a change in the tonnage scale, and they have therefore decided to allow the scale to remain as at present—*viz.*, 13 cwts."

Reference was at the same time made to the following extract from the proceedings of a Special General Meeting of the Chamber held on the 6th November 1884, when the scale for cotton seed was first fixed :—

"The Chairman then proposed that the article cotton seed be entered in the tonnage scale at 13 cwts. to a ton." He said: "I may explain that when the testings were taken in the usual way at the godown of Messrs. Ralli Brothers, it was found that Broach seed came out 13 cwts. to the ton, and Khandeish seed only 11 cwts. to the ton. But as the Khandeish seed was exceedingly dirty, and as the quantity of Khandeish coming to Bombay is small as compared to Broach—being as 25 to 75—the Committee decided to recommend the result of Broach testing— which was most carefully done—for the acceptance of the Chamber as being most fair to all parties concerned."

"Mr. Pallis (of Messrs. Ralli Brothers) seconded the proposition, and it was carried unanimously." (*Appendix* A-6.)

CHAMBER'S PUBLICATIONS.*

Trade Returns.

(See *Report*, 1903, *p.* 17.)

It will be remembered that up to the year 1903 the publications of the Chamber had been added to from time to time, possibly without a corresponding concern to eliminate what had become obsolete or useless. Their cost to the Chamber had therefore outgrown the means at the disposal of the Committee, and had ceased to bear any reasonable relation to the subscriptions obtained in respect of them. Attention having been drawn to these facts by the Secretary, the Committee for 1903 undertook a protracted and arduous scrutiny and revision of every one of the Returns, and elaborated a new series which would not only cost considerably less than the old series but would present the information in a more systematic and useful manner.

Although the trade of the Port has shown a considerable increase, which has necessarily tended to augment the cost of printing the returns, a substantial saving has been effected.

* *Stocks and deliveries of Piece-Goods and Yarns. Discrepancies in Chamber's Return.* Important correspondence and circular on this subject will be found under heading "Stocks, etc.," for which see *Appendix B*-1.

It is evident, however, that the cost of issue is not even approximately covered by the subscriptions; and for this reason it will be necessary to guard against a reversion to the old practice whereby successive additions were made from time to time with cumulative effect of a very serious character. For this reason it is thought well to keep a clear record of such additions as have been made during the past year.

The following are the changes made:—

(*a*) Differentiation of British and Foreign Goods (Metals) in Monthly Import Return.

(*b*) Assimilation of the Chamber's Current Quotations for different descriptions of cotton to the form used by the Cotton Trade Association.

GOVERNMENT TRADE RETURNS OF BOMBAY PRESIDENCY.

Proposed Changes.

(See *Reports*, 1902, *pp.* 117 *and* 613; 1903, *pp.* 24 *and* 265.)

Under date 28th June 1904, a communication was received by the Chamber from the Director-General of Statistics to the Government of India regarding the revision of the form of the Annual Statement of the Trade and Navigation of Bombay Presidency.

In the first place, the Government of India propose that the **General Imports and Exports**—at present shown in Tables 16 and 17 of the Statement—be given in future for five years instead of for one year only, in the same way as the corresponding tables of the Trade Report for the United Kingdom. Since the above tables will in future show the trade of the "Bombay Presidency" for five years, it will not be necessary to repeat the totals in the **Abstract Tables** 5, 6 and 7. In these tables the Government of India propose to show the trade of the chief port of Bombay, and to add another statement

giving the figures for the Subordinate Ports in respect of imports only (No. 1 A, p. 36) in the same way as Table 5. There will, therefore, be no necessity to publish a similar statement regarding Tables 6 and 7, because the re-exports and exports in the Foreign trade are virtually *nil*. The same course will be followed in respect of the **Coasting Trade**; that is, the general tables 7, 8, 9 and 10 will, in future, show the figures of the trade of the Bombay Presidency for five years. From these tables the trade of the "**Ports within the Presidency**" will be omitted, as the figures hitherto shown do not really represent the imports and exports of the Presidency and are therefore misleading.

As in the accounts of the Foreign trade, abstract tables of the trade of **each Port** will replace the existing abstracts of the Province (Tables 3, 4, 5 and 6). These abstracts will not, however, like the general tables, be in separate parts relating to Indian and Foreign goods, respectively, but the two classes of goods will be shown together except in the case of a few articles, such as cotton goods, kerosine, sugar and tea, for each of which there will be the two descriptions "Indian" and "Foreign."

It is further proposed that in Table 2 of the Coasting Trade, the trade of the Presidency and the Chief Port separately be shown, instead of the trade of the Presidency only, as hitherto given, but that in Table 2 A the figures of the distribution of the Trade of the Subordinate Ports will be shown for one year only; further that similar changes would not be made in respect of the corresponding tables of the Foreign trade (Tables 3 and 4, Part 1) for the reason that the Foreign trade of the Subordinate Ports is insignificant.

As the proposed changes will add to the usefulness of the volume annually published by Government, the Committee, under date 19th July, informed the Director-General of Statistics that the proposed revision met with their **approval**. (*Appendix* **B-1.**)

COTTON.

Classification of Various Grades Customary in the Trade.

Towards the end of 1903 the Chamber addressed the Director-General of Statistics to the Government of India on the above subject. Among the publications issued by the Chamber there are certain tables exhibiting the receipts of produce from sundry Railway stations in India. For the convenience of the Cotton Trade these stations are, in the said tables, grouped with regard to the descriptions or qualities of cotton derived from them. These classifications or groupings are ostensibly made on a territorial basis, inasmuch as the various descriptions of cotton bear **territorial designations**, such as "Berar," "Khandeish," "Dhollera," etc. But since it often happens that the production of a grade of cotton known to the trade by one of these territorial designations is not restricted to the true limits of the district from which it takes its name, various stations without these limits are, for trade purposes and in the Chamber's returns, included in groups or categories to which such stations do not strictly belong. In recent years it has been found that the conditions under which the older classification of the Chamber was adopted have undergone some alteration, and that either (*a*) the cotton received from certain stations is no longer of the class that formerly came from them, or (*b*) the trade standards differentiating between the various classes have varied so as to exclude the produce of a particular station from the category in which it formerly stood. It had, therefore, been found that the older classification of the Chamber was no longer in accordance with the requirements of the trade; and, at the instance of the Bombay Cotton Trade Association, the Committee had revised and altered the grouping of stations as shown in their published returns. In addressing the Director-General of Statistics on the subject in

the above terms, the Committee stated that they were aware that in certain Government returns (*i.e.*, "Area and Yield of Certain Crops," &c.,) the yield of cotton is shown under territorial designations which, while certain of them are identical with those used by the trade, are understood to relate strictly to the territorial districts or divisions. There is thus an essential difference between the classification observed by Government and by the trade; and while the Committee thought it improbable that the two systems could be brought into line, they considered it right that Government should have information as to the classification used by the trade. In communicating these facts to Government the Committee forwarded copies of the Chamber's "Daily Arrivals" return with the old and with the new groupings of stations.

Shortly after the receipt of this communication the Director-General addressed the Director of Land Records and Agriculture, Bombay Presidency, in regard to the Chamber's suggestion, and the latter official replied stating that he had, so far as possible, **adopted the revised classification of** territorial divisions and entered separate estimates for the different varieties suggested by the Chamber. (*Appendix* **B-2.**)

FINANCIAL STATEMENT OF GOVERNMENT OF INDIA.

The Financial Statement of the Government of India was published in a *Gazette of India Extraordinary* under date 23rd March 1904.

PREFERENTIAL TARIFFS.

Opinion of Government of India.

Despatch to Secretary of State.

(See *Reports*, 1902, *p.* 512; 1903, *p.* 185.)

In view of the very great present and prospective importance of the position of India in respect of any scheme

of Preferential Tariffs within the Empire, it is thought right to print textually in the Appendices to this Report a despatch on this subject which was addressed by the Government of India to the Secretary of State on the 22nd October 1903.

This matter was also dealt with in a Resolution proposed at the Conference of Chambers of Commerce of India, Aden and Ceylon, in January 1905*. (*Appendix* C-1.)

INCOME TAX.

Abolition proposed by Chamber.

(See *Report*, 1903, *pp.* 28 *and* 272.)

As will be seen on reference to the above report, the Chamber, in October 1903, addressed the Government of Bombay, submitting that the Income Tax, as assessed and collected in India, was unjust in its incidence, and might fittingly be abolished.

The arguments relied on were as follows :—

(*a*) That the success or non-success of trade and industry in India is so largely dependent on climatic conditions, and that those conditions vary so greatly, that the **loss made in one year may, and often does, equal or exceed the profit made in another year** the average being very much less than the sum on which Income Tax is paid.

(*b*) That there exists in India a very strong and characteristic aversion from the disclosure of the amount of individual wealth; and that this aversion, when re-inforced by a sense of the injustice

* See Appendix A-5.

inherent in the conditions stated in the foregoing paragraph, leads to **extensive concealment of income in one section of the community, and to a strong feeling of resentment in the other section,** who, paying their dues honestly, perceive that they thereby suffer through the inability of Government to collect its tax with such uniformity as would pave the way to a general remission.

(*c*) That the tax was instituted to meet **abnormal financial exigencies which have ceased to exist,** and that it ought, therefore, in equity to be abolished.

(*d*) That in the case of **monies invested in India, but belonging to persons domiciled in the United Kingdom** and subject to the British Income Tax, the Indian Income Tax constitutes a second charge of this nature. It therefore not only penalises Englishmen resident in India, but retards the introduction of British capital, placing both at a disadvantage as compared with Native and Foreign capital.

In **reply** to the above representation the Bombay Government, under date 26th January 1904, stated that the **Government of India** regretted that they were unable to accept the arguments or conclusions of the Chamber, and that they could hold out no expectation that the Income Tax would be abolished.

On receipt of this communication the matter was again considered by the Committee with the view to obtaining a modification in the mode of assessment. They accordingly addressed the Bombay Government on 25th February 1904, expressing their regret that the Government of India were

unable to concur in the views previously set forth by the Chamber, the accuracy of which they still maintained, more particularly with reference to the point mentioned in clause (*a*) above. The purpose of the Committee in referring again to this was not mere reiteration in the same sense as before of arguments which Government had in that sense declined to entertain. They were conscious that such insistence would be out of place. But they conceived that unless Government was prepared to deny the correctness of the statement of fact which was expanded with some fulness in the second paragraph of the Chamber's letter of 15th October 1903, it must be recognised as furnishing a strong plea for the institution in this country of such a system of **assessment on the average of three years** as existed in England, under Section 48 of 16 and 17 Vic. c. 34. In submitting the above suggestion the Committee expressed the hope that the Government of India would not decline to consider the propriety of instituting assessment on the three years' average, which, the Chamber understood, was not permitted by the Indian law, but which, they considered, would do something towards mitigating the hardships imposed by the tax as at present collected.

The Chamber's representation was in due course forwarded to the Government of India, and on 2nd May 1904 the local Government communicated the following decision :—

> That the provisions of Section 33 of the Income Tax Act, II of 1886, combined with Section 15 (*1*) have the effect of permitting the tax to be based either on the profits of the year in which it is assessed or on those of the previous year, whichever are less. That the point was considered in 1886 when the Act was before the Legislative Council and a suggestion was made that the

assessment should be based on the average income or profits of a series of years.

That the Select Committee to which the papers were referred did not accept this suggestion, and adopted the system now embodied in the Act, which is similar to that followed in the former Act of 1872. It was added that the **Government of India had noted the point for further consideration** if, and when, the Act should come under amendment hereafter; but that they **did not propose to undertake legislation** specially to deal with this particular point even if the change suggested should eventually commend itself to local Governments and the Governor-General in Council. The Committee have not taken any further action in the matter. But a Resolution on the subject was brought forward by the Bombay Chamber at the **Conference of Indian and Ceylon Chambers of Commerce** held in Calcutta in the first week of January 1905. (*Appendix* C-2.)

NOTE.—For convenience of reference, the Sections of the Income Tax Act referred to in the letter from Government, dated 2nd May 1904, are given below:—

SECTION 15 (*1*).—The assessment shall be made upon the income accruing to the person during the year ending on the day on which his accounts have been last made up, or, if his accounts have not been made up within the year ending on the thirty-first day of March in the year immediately preceding that for which the assessment is to be made, then upon the income accruing to him during the year ending on the said thirty-first day of March.

SECTION 33.—*Amendment of Assessment.*—If a Company or person assessed under Part II or Part IV ceases to carry on the trade or business in respect whereof the assessment was made, or if any such person dies or becomes insolvent before the end of the year for which the assessment was made, or if any such Company or person is, from any other specific cause, deprived of or loses the income on which the assessment was made, then the Company or person or its or his representative in interest may apply to the Collector during or within three months after the end of the year, and the Collector on proof to his satisfaction of any such cause as aforesaid, shall amend the assessment as the case may require, and refund such sum, if any, as has been overpaid.

PAPER CURRENCY RESERVE.

PROPOSED INCREASE OF INVESTED PORTION FROM TEN TO TWELVE CRORES OF RUPEES.

(See *Reports*, 1895, *pp.* 77, 497 ; 1896, *pp.* 101, 406.)

In November 1895 the Bombay Chamber was invited by Government to express its opinion upon a proposal to raise the limit of the Paper Currency Reserve, which is held in Government Securities, from eight to ten crores of rupees. It may be remembered that the maximum limit of the invested reserve had been raised in the year 1890 from six to eight crores by Act XV of 1890.

As the above proposal seemed to the then Committee of the Chamber quite sound in view of the increase in the circulation, they informed Government that it had their approval.

In April 1904 the Government of India again addressed the Chamber with regard to a further proposal to take power by legislation to increase the invested portion of the Paper Currency Reserve from ten to **twelve crores** of rupees. The Government of India explained that it had throughout been their policy to fix the limit for the investment well within the amount of notes which has been found by experience to be necessary for the monetary transactions of the country and which might therefore confidently be expected to be **always outstanding** ; and that the Governor-General in Council had approached the present proposal with the same guiding principle in view. It was further pointed out that the gold held in the reserve affords a means of effecting the proposed investment without altering the volume of the rupee currency, and it had been suggested to the Government of India that it would be desirable for some reasons to make the investment, **not in rupee securities, but in sterling securities,** either of the British Government or of the Govern-

ment of India. The Chamber was also asked whether it had any observations to offer on this suggestion.

The matter was in due course referred to a Sub-Committee —consisting of the Chairman with Messrs. Marshall Reid, C.I.E., J. N. Metaxa and R. R. Ross—for consideration and report. In accordance with the recommendations of this Sub-Committee the Chamber addressed the Government of India, under date 26th May, stating that they were in favour of an increase of the invested portion of the Paper Currency Reserve from ten to twelve crores, as the position seemed to warrant such an increase. With reference to Government's enquiry as to whether the Chamber had any observations to offer on the suggestion that the investment might be made in sterling securities, the Committee stated that as a depletion of the moderate supply of coined rupees now held in the silver reserve seemed to them undesirable, they would **favour the proposed investment being made in sterling securities,** the stock of gold which at the time of writing was not much needed for the purposes of circulation being sufficient for such a purpose. The Committee added that should the Government of India decide on investing in Silver Securities, they would suggest that consideration be shown to the holders of the 3 per cent. loan, and that the investment should be largely made in this Paper.

On this point, the **Rangoon Chamber** of Commerce (while still approving of the proposed increased investment drew the attention of the Government of India to the disparity observable between the market values of sterling and of Rupee Securities of the Indian Government,—a disparity which, in their view, could only be due to the scepticism still prevalent in some quarters as to the stability of Indian Exchange. The Committee of the Rangoon Chamber believed that any investment of the nature suggested would tend still further to accentuate this divergence to the obvious detriment alike of

the Indian Government and the Indian Investor, while a converse effect should be produced by the investment of the two crores in Rupee Securities, for which reason the Committee of that body were strongly in favour of the latter course.

The views of the **Bengal Chamber** of Commerce, as communicated to Government under date 9th June 1904, are as follows :—

> "The Committee have given their very close and careful attention to both the points raised in your letter, and I am instructed to say, with reference to the first, that they are unanimously of opinion that the invested portion of the Paper Currency Reserve can be safely increased from ten to twelve crores of rupees."
>
> "As to the second point on which an opinion is asked, *viz.*, the advisability of making the new investment in Sterling Securities, the Committee are in favour of this proposal, notwithstanding that it involves a departure from long established precedent. Although the Committee would not suggest any alteration of this kind being made in connection with the ten crores already invested, they consider it would be advisable to invest the additional two crores now under consideration in Sterling Securities either of the British Government or the Government of India. It appears to them that in case of need such securities would be more readily and quickly realised in London, where they would no doubt be held, than would be possible with Rupee Securities either in India or in England, and occasions might arise for the speedy purchase of silver, for which this investment would be available on the spot, and the time required for the transmission of gold from India would be saved."

The **Madras Chamber** also favoured the Government of India's proposal as to the increased investment. With regard, however, to the question of whether the investment should be in Rupee or Sterling Securities, the Madras Chamber was decidedly of opinion that it should be in Rupee Securities. It was added that if the Government of India were to make the investment in Sterling Securities of the British Government, it would seem to imply a doubt on the part of the Government of India of their own credit. To make it in Indian Government Sterling securities would (it was added) be to imply equally an objectionable doubt of the permanency of their own Exchange policy and the stability of Indian Exchange. The Madras Chamber further expressed the opinion that it would be in the interests alike of the Indian Tax-payer, the Indian Investor in Rupee Paper and the Government that the investment should be made in the Rupee Securities of the Government of India. (*Appendix* C-3.)

SILVER CURRENCY.

Adequate Supply of Government's Obligation to Maintain.

(See *Reports*, 1898, *pp.* 141 *and* 449 ; 1899, *p.* 153; 1900, *pp.* 106, 307 ; *also Gazette of India, 9th September*, 1899, *p.* 206.)

Read also Acts :—

Act No. XXIII of 1870, Section 12, Indian Coinage. *Amended by Act XX of 1899.*

See Gazette of India, dated 10th September 1870, Part IV, page 282.

Act No. XX of 1882, Indian Paper Currency, *Gold. See Act XX of 1899.*

See Act VIII of 1900 and VII of 1902.

See Gazette of India, 11th November 1882, Part IV, page 1339.

Act No. II of 1898, Indian Paper Currency, 1st Gold Note Act. Time limited to 6 months. *Act repealed by Act VIII of 1900.* (*See Gazette of India*, 30th June 1900.)

See Gazette of India, 22nd January 1898, Part IV, page 2.

Issue of Currency Notes in India against Gold deposited in London. **First Gold Note Act.**

Act 6 of 1898, Indian Paper Currency.

See Gazette of India, 9th July 1898, Part V, page 279. (*Merely repealed the sub-section by which Act II of 1898 was limited to 2½ years.*) *Repealed by Act VIII of 1900.*

Act No. 20 of 1899, Paper Currency Bill. *See Gazette of India*, 9th September 1899, Part V, page 119.

Made gold legal tender and authorised the issue of currency noted in any district against gold.

Discussion, *see Gazette of India*, 9th September 1899, Part VI, page 206.

Act VIII of 1900, Indian Paper Currency.

Section 1, sub-section 3, repealed by Act VII of 1902. Also section 2, sub-section 3. (*The Section 13 A of Act XX of 1882 was added by Act II of 1898.*) *Repealed by Act 7 of 1892.*

See Gazette of India, 30th June 1900, Part VI, page 35.

Second Gold Note Act, called The Gold Note Act.

Act VII of 1902, Indian Paper Currency.

Removed time limit from Gold Note Act.

See Gazette of India, 7th June 1902, Part V, page 69.

In the beginning of 1904 the Exchange Banks in Calcutta entertained some doubt as to the ability of Government to supply rupees in quantities adequate to the large trade being done; and on the 14th of January they addressed to the Bengal Chamber of Commerce a letter in the first sentence of which "**the scarcity of rupees**" was alluded to as if there could be no question about its existence.

Four days later, the representatives of those Banks were received informally by Sir Edward Law, the Financial Member of Council, who communicated to them **an important Note** in which he dealt with the contentions held in the letter of the 14th January.

This Note was published in the Press on the 19th-20th January; and on the 24th February the **Bengal Chamber addressed the Government of India** expressing complete agreement with the contentions of the Exchange Bankers, and criticising in detail the arguments set forth in the Note of Sir Edward Law.

These papers were **communicated by the Government of India to the Bombay Chamber of Commerce** on the 15th March, together with a note by the Secretary of the Bank of Bombay and an **invitation to comment** upon them.

The question was one of the most interesting that the Committee had to deal with during the year under report. The arguments on both sides are so concisely stated in the original documents, and are moreover of such a nature, that no good purpose would be served by attempting to give a *précis* of them here. The original documents are printed in the appendix and must be read *in extenso*. As was stated by the Committee in the letter which they ultimately addressed to the Government of India on the 22nd April, the views set forth in those documents were at variance upon certain points and were to some extent of the nature of comment upon each other. The Committee thought it well therefore to abstain from mere criticism of any of the papers and to confine themselves to discussion of the main principles and facts as they saw them.

Broadly stated, the sense of the **criticisms** of Government were :—

(*a*) That there had been a scarcity of rupees.

(*b*) That the provisions of Government against a scarcity of rupees had not been adequate.

The **defence of Government** was a denial that there had been any scarcity, a suggestion that the Banks and the Bengal Chamber of Commerce had both mistaken a stringency in the money market for a scarcity of currency, and a contention that the provisions of Government had been ample.

On the receipt of these papers a **Special Committee** was appointed, and considerable pains were taken to obtain the opinions of members having special knowledge of such questions.

From the first it was considered that **Sir Edward Law's reply to the Calcutta bankers was in the main conclusive**; and this opinion was conveyed to Government in a letter, dated the 22nd April 1904.

The Committee agreed with Sir Edward Law that "**the real test of shortage** of rupees is the existence or threatening of a difficulty to fulfil the obligation to give on demand rupees in exchange for either notes or gold;" but while they considered that no such difficulty had been shown to have existed, they were uncertain whether the evils of a "threatening" of such a difficulty might not be said to have resulted from the failure of Government to take the public into its confidence regarding the precautions adopted.

This **recommendation that Government should take the public into its confidence** in these matters was one of the two main points in the Chamber's letter; and it was acceded to.

The other main recommendation of the Committee related to the maintenance of the **Gold Reserve Fund.** They informed Government that they "**attached the very greatest Importance** to the continuance of the procedure whereby the profit on silver coinage is passed to that Fund." They

referred to an official pronouncement which suggested by its wording that the accumulation of that fund might not be continued after a total of ten millions sterling was attained; and they stated that they knew of no grounds on which it could be regarded as safe to stop at that point.

They endorsed the opinion of the Bank of Bombay that it was **desirable to encourage the use of gold coins in India** and in discussing the denominations of gold coin most suitable to India (*See Report*, 1900, pp. 106 and 307) they alluded to the fact that a gold coin of Rs. 5 would be of a size less than a four anna piece. (*See Foot-note.*)

Note.—As the **size of a gold coin representing Rs. 5** or one-third part of a pound sterling may probably be discussed again, it is thought well to record here the fact that such a coin would really have a bulk not greatly exceeding that of a silver **two anna piece.**

The following are the actual weights of metal in coins of—

Rs. 5	Gold	2·662 grammes.
As. 4	Silver	2·916 „

The number of grammes of gold in the former is therefore some 8·7 per cent. less than the number of grammes of silver in the latter.

But gold is much heavier and denser than silver. The **specific gravities** of the two metals, as deduced from the Encyclopædia Britannica, Article Hydrometer, p. 541, are as follows :—

	Weight per cubic foot in ounces.	*Specific Gravity.*
Distilled water (Divisor) ...	1,000	
Gold, alloy (coin)	17,647	17·647
Silver „ „	10,534	10·534

To find the number of grammes silver in a coin having the same bulk as Rs. 5 gold :—

Ounces per cubic foot.		*Grammes.*	
Gold.	*Silver.*	*Gold*	*Silver.*
17,647 :	10,534 :	2·662 :	1·589 :

But a piece of As. 4 contains grammes 2·916 against the above grammes 1·589. Therefore a gold piece of Rs. 5 would only be of the size of a silver coin for As. 2·18.

In reply to this letter the Chamber received a copy of one in which the Government of India ultimately, under date 24th June, communicated to the Bengal Chamber their views on the points raised by that body. That letter, like the others, must be read textually as defining the position of Government on several important matters.

Upon the question of a possible **Redundancy of Silver Coinage**, the Government of India now definitely adopted the view stated by this Chamber in their fourth paragraph: that such redundancy was impossible under existing conditions.

The grounds for this view were stated to be that "the "additions to the coinage have been made in response to "demands which it was imperative to meet, and **proportionate** "**provision** has been made for a possible excess by making "over the profits to the Gold Reserve Fund."

This accorded exactly with the view of the Chamber as to the need for continuing the accumulation of the Reserve; and it is prominently recorded here as embodying the view of Government as to **the principle on which that fund is to be constituted.**

Government further intimated that steps would in future be taken **to keep the public informed** as to the provisions it had made for meeting a large demand for rupees, and stated that the specific means to be employed towards that end was the addition to the published **returns of the Currency Department** of a note showing the amounts of silver purchased from Treasury Funds.

In order to facilitate a study of this question, a list of the Acts bearing upon it is added to the references at the head of this chapter. It may be stated that the Act now known as "**The Gold Note Act**" is the Second Gold Note Act, VIII of 1900.

In the course of enquiry it was pointed out by the Secretary that the figures relating to "**Silver received into the Mints**," as given in Table 2 of Section XV (Mint and Coinage) of the **Financial and Commercial Statistics**, did not make it clear whether they included old silver coins as shown in Table 5 of the same section. A Demi-Official enquiry on the subject elicited from the Director-General of Statistics the information that the figures did include these old coins. The letter also gave some interesting particulars of changes to be made in these Tables in the interests of greater clearness. They are included in the Appendices.

It is thought well to record also a fact that does not seem to be generally known as the system on which **Government at present gives a sovereign for Rs. 15 silver.** This is **not done under any Act** but under Executive Orders issued by the Comptroller-General. This order is dated 21st April 1900, relates to Treasuries, and is in the following terms :—

> "**Until further orders**, sovereigns and half-sovereigns "may be issued by any Treasury which has them to any- "one who asks for them in exchange for Rupees or in pay- "ment of claims against Government."

The notice in the Currency Office says :—

> "The public are hereby informed that **until further** "**orders** this office is prepared to issue sovereigns to a "limited amount in exchange for currency notes or "silver coin at the rate of fifteen rupees per sovereign."

Orders are received **from month to month** as to whether these notices are to be continued or taken down. They might be withdrawn at any moment; and there is **no definite obligation** on Government to give gold for silver.

As bearing upon the question of the **introduction of gold currency** in India and the extent to which the country could

absorb the metal, it may be mentioned that the net absorption of gold by India in the last 69 years is believed to have exceeded 181 millions. (*See TIMES, Monday, November 21st, 1904, p. 4, first column.*) In the Report of the Head Commissioner of Paper Currency recently issued, page 4, it is stated that—

> "The gross receipts in the year from the public of sovereigns believed to have been imported from abroad amounted to about 7½ millions sterling. Of these receipts about 4½ millions were exported, chiefly by Government, **about two millions are believed to have been retained in the country** either in circulation or hoards or used in the manufacture of articles of jewellery; and the remainder, about one million, was the increase in the Government stock held in India."

The following Note was communicated to the Press at the end of November 1904 :—

"THE GOLD COINAGE." (sic.)

"The flow of sovereigns into the Indian Mints during the official year 1903-04 was the highest on record since 1897-98, when they first began to be tendered for rupees. The value of gold bullion on the other hand fell off in a remarkable manner, none being presented at the Calcutta mint and less than three lakhs' worth at Bombay, or one-fourth of that in the year preceding. This was due to the Indian Mines sending their output to England direct. The total value of **gold tendered** reached the enormous sum of 10½ crores as against about six crores in 1902-03. There was thus a great demand for rupees and to meet this, the mints **coined 161 millions** of the standard coin of India and some 3½ millions of 4-anna and 2-anna pieces. The gross gain to Government on these transactions exceeded 4 crores, and to this must be added the seignorage on dollar coinage, some three lakhs of rupees. This profit all goes to building up the **Gold Reserve Fund,**

which is held as a guarantee for the interchangeability of the rupee coinage. That fund is now attaining such dimensions that all anxiety respecting it has passed away. It may be noted that though the number of **counterfeit rupees** detected annually is comparatively small, considering the silver circulation, there were some coins impounded that were exceptionally well executed. The fineness of the metal was actually above the rupee standard, and dies had been used instead of castings. Rajputana seems to be the part of the country in which these counterfeit coins are put into circulation and it takes an expert to detect them. The cheapness of silver and the consequent large profit accruing to the successful coiner furnish a potent temptation to make counterfeit rupees, and the only wonder is that India has not been flooded with them from abroad." (*Appendix* **C-4.**)

CURRENCY MATTERS.

Proposed Substitution of Bronze Coins for Copper Coins.

The question of substituting bronze coins for the copper coinage in use in India engaged the attention of the Government of India in the middle of the year. It will be remembered that the use of copper for subsidiary coinage has for some time been abandoned in most civilized countries, the advantages of bronze coins being that they are harder and more difficult to counterfeit, and that, being less liable to oxidation, they are cleaner and less insanitary. Bronze, also, possesses certain technical advantages over pure copper in respect of the operation of minting. The Government of India, in addressing local Governments and Administrations on the subject, stated that it was **not proposed to make any change in the designs of the existing coins nor in their respective diameters; but that the weights would be reduced** by 25 per cent. in each case, the coins under consideration being the Pice, Half-Pice and Pie. It was not proposed to

introduce bronze double pice, as coins of this denomination were not in common use and none had been coined since 1878. The substitution of bronze for copper would, it was stated, be effected by gradually withdrawing the coins in circulation, and replacing them by bronze coins of similar denomination.

The matter was referred to the Chamber by the Government of Bombay, under date 8th July 1904, and the Committee were asked for their opinion regarding the proposal, more particularly as to whether the reduction of weight would be likely to affect the ready acceptance of the new coins by the public.

It seemed to the Committee that the substitution of bronze for copper coins would be generally approved; and that, as to the question of weight, in large centres and among intelligent people, the reduction would not be likely to occasion objection. But in the Districts it would, they considered, be advisable to act with caution as the poor people who use the small coins largely are apt to be suspicious; and until the copper and bronze coins had circulated together for some time, it would not perhaps be advisable to withdraw the former. The Committee accordingly addressed Government to this effect under date 18th July. At the same time they called attention to the large quantity of foreign copper coins which are in general circulation, and suggested that they should be withdrawn as rapidly as possible.

The Committee also took the opportunity of bringing to the notice of Government the unsatisfactory presentation of the King's head on the present coinage, and pointed out that the design called for improvement in many respects apart from the fact that it did not wear well; they were therefore of opinion that if new bronze coins were to be struck an improved design was in every way desirable; and this point they commended to the special attention of Government. (*Appendix* **C-5.**)

CURRENCY.

PROPOSED INTRODUCTION OF A NICKEL COIN OF THE DENOMINATION OF ONE ANNA.

The Government of India also had under consideration during the year a proposal that had been submitted to them for the indroduction of a **nickel coin** of the denomination of **one anna.** The reasons which have led Government to select a one anna coin for the first trial with nickel were that there was **no coin of that denomination,** so that the proposed new issue would not interfere with any part of the existing coinage. It appeared to Government that a coin of the value of one anna would prove extremely useful in a great number of petty transactions, and would supply a real want; also that if the experiment proved successful, it was possible that nickel coins of the value of two annas and half anna might hereafter be introduced, in substitution for the existing coins of those denominations. Government, however, stated that it was not necessary to come to any decision on this point at present, but that the contingency should be borne in mind in considering the dimensions to be fixed for the one anna nickel, in order that it might be possible subsequently to introduce the larger and smaller coins of appropriate corresponding dimensions, without approaching too nearly to those of any other existing coins. The principal point on which the Government of India desired to invite opinion was as to the **characteristic features** which the new coin should present. It was essential, Government considered, that its **appearance should be distinctive** from that of any existing coins so that there should be the least possible risk of its being passed off even on the most ignorant classes as a silver coin of higher value. With regard to the suggestion that the coin should be

perforated it was explained that the principal drawback to this was that, the hole being made in the centre of the coin, it becomes impossible for the obverse to bear the effigy of His Majesty the King. It had been suggested that the perforation might be made at one side, and not in the centre; but it seemed to the Government of India that there would be practical inconvenience in arranging for this, and that they were not disposed to entertain the idea.

Specimens of two coins which had been struck in nickel were submitted to the Chamber by the Government of Bombay in August 1904, with a request that Government should be favoured with the opinion of the Committee and with any suggestions they might wish to make. It was stated that the designs of these samples were not at the time under the consideration of the Government of India and that no decision could be come to on this head until it had been settled whether the new coins should be perforated or not.

After very careful consideration of the matter, the Committee expressed the opinion that a one-anna piece would probably be very popular in the presidency towns and other large cities and no doubt also in the districts in course of time, but they doubted whether a coin after the style of the one submitted with the King's head would be suitable, seeing that it was not unlike a four-anna piece. Confusion would therefore arise and the poor who would be deceived would become suspicious. On the other hand the perforated coin, being distinctive, in this way was, the Committee considered, much to be preferred, and they accordingly recommended its adoption. It may be remembered that a year-and-a-half ago the **French Government** decided to coin nickel pieces of 25 centimes, but it was subsequently found that the new nickel could not be distinguished from the one-franc silver piece already current in France. It was therefore decided to **recall** the nickel and to stop coin-

ing it altogether. In Austria, too, the nickel coins of 20 heller and silver coins of one krone cause confusion owing to the two being about the same size. The Committee, therefore, impressed on Government the necessity of having something distinctive in the new coin, and stated that a hole through the centre would attain this object.

The **Bengal Chamber** was of opinion that a good case had been made out for the use of nickel one-anna pieces, specially as there was no coin in circulation of that denomination. While they agreed with the Government of India as to the advantages of this metal for the purposes of subsidiary coinage, they urged that the danger (pointed out in paragraph 4 of the letter from the Government of India) of nickel coins being passed off even on the most ignorant classes as silver coins of higher value must be guarded against. They considered this might be efficiently done by the perforation of the coin. The Bengal Chamber was therefore inclined to support the introduction of the new perforated one-anna nickel coin of the size and weight specified without the effigy of the Sovereign, although they had some doubt as to how the perforation would be welcomed by the native community. The Bengal Chamber were further of opinion that the value should be clearly marked on the coin, both in English and the Vernacular.

In reply to a letter from the Government of Bengal, regarding the introduction of nickel coinage, the Committee of the Calcutta Trades' Association stated that they considered that the proposed new coin would be generally regarded as a useful addition to the coinage of the country. They saw no objection to the suggestion that the coin should be perforated, as this would at once indicate its value, while in the absence of this distinctive feature, a nickel one anna piece might, not infrequently, be mistaken for a silver four-anna piece. (*Appendix* C-6.)

REGISTRATION OF PARTNERSHIPS.

(See *Reports*, 1879-80, *pp.* 33 *and* 325 ; 1903, *pp.* 39, 286.)

This question has occupied the attention of Indian Chambers of Commerce intermittently for the past thirty-five years. It was **originally raised in 1867** by a memorial from certain Native Merchants and Bankers in Bombay addressed to the Bombay Government. A request was made at that time for an enactment providing for the compulsory registration, under penalties, of partnerships, of deeds of Trust, and of gifts.

In more recent years the matter has received the very careful consideration of the Bombay Chamber of Commerce, and **in 1880 the Committee submitted a Draft Bill** to Government which was ultimately **abandoned** for reasons stated in the Report for that year.

Towards the end of 1902 the Committee received from the **Bengal Chamber a Draft Bill** which appeared to be in the main founded upon that prepared by the Bombay Chamber in 1880. This Draft Bill was considered with the care which the importance of the subject called for ; and the **recommendations of the Committee** were communicated to the Bengal Chamber by a letter and memorandum, dated 3rd March 1903. Subsequently the Bengal Chamber forwarded to the Committee an **Amended Draft Bill** (which they had submitted to the Government of India) in which most of the recommendations of the Bombay Chamber had been given effect to, but for reasons not stated nor evident, others had not been adopted, and several of this latter class were so important that the Committee decided to submit them for the consideration of the Government of India.

The various points dealt with in the Draft Bill were considered by a Sub-Committee, assisted by Mr. C. B. Lynch of

Messrs. Craigie, Lynch & Owen to whom the Committee are indebted for advice on the various points mentioned in the Bill.

The Committee addressed the Government of India on 9th May 1904, criticising the various sections of the Draft Bill, and their detailed recommendations, which it is impossible to summarise, are printed in the Appendix.

The Government of India informed the Chamber, under date 29th July, that they proposed to take the question of the Registration of partnerships in India into their careful consideration during the winter season of 1904.

Meanwhile, the Bengal Chamber of Commerce have, in consultation with the Bombay Chamber, undertaken to bring forward the following **Resolution at the Calcutta Conference**:—

> "That this conference, although recognising the many "difficulties that lie in the way, is of opinion that an Act "for the Registration of Partnerships, especially in large "trading centres, is desirable, and requests Government "to push forward as rapidly as possible with the Bill now "under consideration." (*Appendix* **D-1.**)

PROPOSED REGISTRATION OF BOOKS OF ACCOUNT.

(See *Reports*, 1901, *p.* 132; 1903, *pp.* 43, 319.)

In October 1903, the Chamber addressed Government on the subject of a proposal which had emanated from the then Acting Chief Judge of the Small Causes Court, Bombay, for the compulsory registration of all books of account throughout the Bombay Presidency.

It will be remembered that in 1901, the Chamber had some correspondence with the Official Assignee of the Bombay High Court on the subject of Insolvency Procedure in this city and had then suggested that only such books should be recognised for the purpose of that Officer's Department as had firstly been registered, paged and stamped by a Government Officer appointed in that behalf (as is done on the Continent of Europe) and, secondly, been filed intact in the office of the Official Assignee. It should, the Committee added, be insisted upon that the Cash Book at least should be found to have been written up to date.

In adverting to this recommendation the Committee, in 1903, stated that they were still of opinion that such compulsory registration of books of the type mentioned was desirable and would do much to arrest the abuses for which such books offered facilities. In regard to the further suggestion of the Acting Chief Judge that the regulation should be applied **not to "Chopdas" alone but also to bound books,** the Committee stated that no useful purpose would be served by requiring the registration of books of the regular bound form which form in itself gave a very substantial measure of security against fraud.

In May 1904, a **Resolution of the Bombay Government** was published in which it was stated that " after considering " the opinions of the various officers consulted on the proposal, " for the compulsory registration of all books of account used " throughout the Bombay Presidency, the Governor in Council " is of opinion that the Presidency is **not ready for legislation** " of this nature."

The full text of the opinions collected by Government will be found in *Appendix* **D-2.**

IMPRISONMENT OF CIVIL DEBTORS.

Treatment in the Matter of Food while in Jail.

'During the year under review the Madras Chamber of Commerce had correspondence, at some length, with the Government of Madras and the Jail authorities regarding the application of the rules under the Prisons Act to the imprisonment of Civil Debtors and the food that they should receive while in Jail. The correspondence arose out of a judgment given in a civil action for over one lakh of rupees in favour of a dealer, which on appeal was reversed. Under the orders of the Court the amount of the original decree was paid to the dealer some time before the appeal was heard. The dealer promptly disappeared, but was eventually arrested and committed to the Debtors' Jail for six months. It was stated that **food, in excess of the subsistence allowance,** had been provided from outside, and this, the Madras Chamber considered, was in contravention of the orders of Government.

In addressing the Committee on the subject, under date 10th May 1904, the Madras Chamber enquired whether the Bombay Chamber would join in a representation to Government with a view to the subsistence allowance prescribed by the rules being strictly adhered to.

The matter was in due course considered by the Committee; but while they were in sympathy with the firm concerned they did not consider any useful purpose would be served by addressing Government with a view to an amendment of the Rules in the direction indicated in the correspondence, seeing that, in their opinion, the Courts would probably increase the maintenance allowance and thereby add to the burdens of creditors. The Committee accordingly addressed the Madras

Chamber to this effect under date 21st May, and expressed their regret at not being able to join that body in the proposed representation. (*Appendix* D-3.)

TRADE MARKS.

Proposed Registration in India.

(See *Reports*, 1877, *p.* 33; 1884, *pp.* 159, 418; 1903, *pp.* 44, 323.)

In their letter to the Bombay Government, dated 6th November 1903, on the subject of the proposal to establish a formal Registration of Trade Marks in India, the then Committee stated that the dissatisfaction that existed regarding the measure of protection afforded to Trade Marks under the present law was not due to any defect inherent in that law, but to the inordinate delay, expense and trouble attending litigation in such cases in the Mofussil Courts. "It is notorious," they added, "that such cases sometimes run for years and cost thousands of pounds. It appears to the Committee that the institution of such registration as exists in theory at home would, so far as it became effective, conduce not to the expedition but to the multiplicity of such cases. They consider that the true remedy lies in the concession of precedence in the Mofussil Courts to all cases of this nature, and they would beg that Government may be pleased to consider the expediency of making this concession."

The **Bombay Government**, in a letter dated 13th May 1904, called the Chamber's attention to this passage and stated that Government had no knowledge of any case to which the Chamber's remark that "it is notorious that such cases sometimes run for years and cost thousands of pounds" would be applicable. They stated that it was difficult to

understand how in any case in the mofussil the costs could have come to thousands of pounds, and they, therefore, desired to be furnished with precise information regarding the nature of the cases referred to.

The particular case which the Committee had in mind at the time was what is known as the **Amritsar Imitation Case.** This case was first lodged in the Court of the Magistrate, 1st Class, Amritsar District, on 29th June 1900. The Petition of Appeal was filed in the Court of the Sessions Judge, Amritsar Division, on 7th December 1901. The judgment of this Court was delivered on the 14th February 1902 confirming the decision of the First Court. An appeal against this last judgment was lodged before the Chief Court of the Punjab, which in its turn delivered judgment on the 6th of August 1902.

This case necessitated the attendance of a high-salaried European Assistant from Messrs. Ralli Bros.' Karachi Agency, who left Karachi for Amritsar on 5th June 1900 and remained there up to 9th January 1902. He had subsequently to visit Amritsar a second time. During this period his time was entirely taken up in attending to this case; and this necessitated another highly-paid European Assistant being deputed to relieve him of his regular duties at Karachi. The litigation in question involved an expenditure by the plaintiffs of about Rs. 25,000. The Lower Court imposed a fine of Rs. 200 on each of the accused and Rs. 1,000 as costs of prosecution. The High Court of the Punjab, however, reduced all this to a fine of Rs. 500 in all, setting aside any compensation to the complainants. In the course of the hearing Mr. Justice Rattigan observed that a **fine of Rs. 500 would be amply sufficient to meet the ends of justice.**

In communicating the above particulars to Government, under date 21st May 1904, the Committee added that

another Trade Mark Case, which had also been brought to their notice, took twelve and-a-half months to pass the Courts up-country, and the firm concerned had not thought it desirable to take proceedings in other cases where the issue was not absolutely certain, on account of the notable delay in the Mofussil Courts.

In connection with this matter a member of the Chamber communicated to the Committee, in June 1904, the following information which further illustrates the inconvenience, expense and delay which merchants are put to in such matters :—

> "As during this time I was in Amritsar prosecuting the same defendant (Amritsar Imitation Case), I would like to point out to the Committee that not only is it notorious that the expenses run into very heavy figures, but that the constitution of the Courts trying such cases appears to be utterly inadequate. In the two cases in point the **Magistrate trying the cases** was the Treasury clerk—a subordinate official with no real knowledge of law, although careful and painstaking and decidedly intelligent. As, however, in addition to his original duties—namely, Treasury work—he had to try ordinary criminal offences—rather a numerous quantity in Amritsar—and was a sort of handy man generally, the result was inordinate delay resulting in very heavy costs. Not only was this delay in the period between the hearings, but during the hearings the Magistrate was constantly called away to do Treasury and other work, so much so that at the closing of the Court after one hearing I was able to point out to him that in **Barristers' fees alone** that particular hearing had cost at the rate of Rs. 5 per minute, owing to the repeated absence of the Magistrate from the Bench, and this, although the day in question had been specially set apart for the hearing of the case ; and I further pointed out that taking the case as a whole up

to that point the cost in Barristers' fees had averaged nearly Rs. 3 per minute—such fees being paid at the rate of Rs. 300 per hearing. It seems to me that as these cases primarily occur at the Port of Entry all suits should be heard there. This would entail on the offending party at least something similar in the way of expense and inconvenience to that caused to the prosecutor—and this being a factor to be faced might cause these mofussil offenders to pause before attempting these frauds."

The above information was communicated to Government by the Chamber in a **further letter**, dated 25th June 1904.

With regard to the question of introducing a general system of Trade Mark Registration in India, the following extract, taken from the published proceedings of the annual meeting of the **Association of Chambers of Commerce of the United Kingdom**, held in March 1904, will be of interest :—

Colonel Hughes (Sheffield) moved :—"That, in the opinion of this Association, a system of Registration of Trade Marks should be established in India, but that in view of the complexity of the circumstances relating to cotton marks those marks should be excluded from such registration."

He said that he wanted the Association to accept the Resolution unanimously, or the Council could not technically take any action upon it. The motion was seconded by Mr. G. H. Wright (Birmingham), and supported by Sir F. Forbes Adam (Manchester).

The President explained that the motion, not having been placed on the Agenda, could not be put to the meeting.

Colonel Hughes said that he hoped that the Executive Council would take note of the unanimity of the meeting on the subject.

A Resolution bearing on this subject was adopted at the Conference of Chambers of Commerce in Calcutta. (*Appendix* D-4.)

CUSTOMS.

Establishment of an Imperial Customs Service for India.

(See *Report for* 1903, *pp.* 49 *and* 344.)

It will be remembered that on the 15th January 1903, this Chamber raised the question of the establishment of an expert Imperial Customs Service for all India. That suggestion was supported by all the maritime Chambers of Commerce in India; and that it was recognised by the Government of India itself as in essence sound was shown by the proposals made by the Government in the last days of the same year for the creation of such a service.

These proposals were embodied in a letter, dated 28th December 1903, which was issued to the various provincial Governments. This letter will be found in the Appendix, and must be read textually, as no good purpose would be served by paraphrasing or re-printing it here.

The proposal in question first came before the Committee in a somewhat truncated form. An extract containing only paragraphs 10 to 19 of the entire letter was, on the 27th January 1904, forwarded by the Government of Bombay for opinion, and on the 8th March the Committee conveyed to Government their general approval of the scheme.

The only point on which they were to some extent uncertain was whether the proposals would in practice bring about that continuity of service in the Customs Department which they believed to be indispensable and which the Chamber's letter of the 15th January 1903 was primarily designed to bring into prominence. In this respect they asked Government to institute every safeguard that might be found consistent with the public service. They suggested at the same time that the conditions, under which members of the Civil Service who had acquired experience of the Customs Service might revert to their Provinces, should be prescribed with some strictness, and that it should be made impossible for a civilian to be appointed to one of the higher Customs posts unless he had served most of his time with the Custom Department, and had not been absent from Customs work at any one time for more than three years.

A Resolution bearing upon this subject was discussed at the first Conference of Chambers of Commerce of India and Ceylon held at Calcutta in January 1905, a report of which is included in this volume. (*Appendix* **E 1.**)

SHORT-REELED YARNS.

(REFERENCES *Reports for* 1900, *p.* 98 ; 1901, *pp.* 19, 211, 518 ; 1902, *pp.* 119, 618 ; 1903, *pp.* 164, 766.)

The question of instituting prosecutions against persons who intentionally manufacture short-reeled yarn for sale in India again came before the Chamber in February 1904. The views of the Chamber were asked by the Government of Bombay regarding the specific recommendations of the Committee appointed by the Government of India at the latter end of 1903 to report on the question.

The said Committee proposed to amend Section 12 of the Indian Merchandise Marks Act, IV of 1889, in the manner indicated in Draft A, appended to their Report, namely :—

Insert between Section 12 (*1*) and Section 12 (*2*) :—

> No cotton yarn spun and reeled, or reeled, in such premises which is intended for sale in India shall be removed therefrom **except in bundles** of 5 or 10 lbs. weight, bearing **conspicuously marked** thereon the number of the count, the weight of the bundle and the name of the mill in which it has been produced ; and, in the case of yarn that is both bundled and baled, without **each bale being similarly marked** with the count, number and name of the mill of origin. No person shall sell, or expose or have in possession for sale, or for any purpose of trade or manufacture, bundles or bales of yarn manufactured in such premises unless they are so marked with the count and name of the mill of origin.

For Section 12 (*2*) read the following :—

> If any person removes or attempts to remove any such piece-goods or yarn from any such premises without the length of each piece, or the count, weight and mill of origin of each bundle or bale, being **stamped** in the manner mentioned in sub-section (1) or without the yarn being **bundled** as prescribed in the same sub-section, or if any person sells, exposes for sale, or has in possession for any purpose of trade or manufacture yarn in bundles or bales which is not so stamped, every such piece, bundle and bale, and everything used for the packing and removal thereof shall be forfeited to His Majesty, and such person shall be punished with fine which may extend to one thousand rupees.

It will be observed that the first clause of the above Draft refers solely to yarn "**intended for sale in India**," and the penal clause which it was proposed to substitute for clause (2) of Section 12 of the Act rendered it punishable to remove, or to attempt to remove, such yarn, unless it was properly bundled and stamped. The Government of India were doubtful as to the practical effect of this limitation. It was explained that in order to obtain a conviction against the spinner under this Section, it would apparently be necessary to prove that the yarn had been *intended* for sale in India. In the majority of cases this would probably be difficult or impossible; and the practical effect would therefore be to relieve the manufacturers from all liability in respect of short-reeled yarns. In these circumstances the Government of India stated that the practice of short-reeling could only be stopped by continual prosecutions directed against the vendors of such yarns; and it was doubtful whether this course would be justifiable as it could not be assumed that retail dealers were cognizant of fraud in all cases.

As regards the clause which the Government Committee proposed to substitute for clause 2 of Section 12 of the Act, the Government of India considered that this recommendation apparently applied to imported yarns, in so far as selling, or exposing for sale, or possession for any trade or manufacturing purpose was concerned, and the Government of India did not therefore contemplate any interference with imported yarns after they had passed through the Custom House at the place of importation. It was, therefore, proposed to recast the clause so as to give effect to this intention, should the recommendations of the Committee be eventually accepted.

With regard to Drafts B and C appended to the Government Committee's Report, and to Mr. Sassoon J. David's minute of dissent, the Government of India desired to know **what unit should be adopted for test**

measurements. The Government of India considered that it would be impracticable to measure **all the hanks in each bundle** of yarn, and to take the average so deduced as the unit. The alternative suggestions were that the hank, or the average of the hanks in a knot, should be accepted as the unit. The Government of India enquired whether if the latter unit were adopted, any maximum limit of variation from the standard length should be prescribed for individual hanks.

The papers were studied by the Committee with interest, and they expressed general approval of the recommendations of the Government Committee. With reference to Draft A, the Committee agreed with the Government of India in deprecating interference with the length of yarns **intended for export** out of British India. They supported the suggestions made in the Government Committee's Report that those bundles which did not **contain a ticket** indicating that the yarn was intended for export should be taken as being intended for local sale. It seemed to the Committee to be possible that some mills might for a time put such tickets in all their bundles, but that retail dealers would soon reject goods so made up, seeing that by selling them they might incur prosecution.

The Chamber agreed with the Government of India that the clause which the Government Committee proposed to substitute for clause 2 of Section 12 of the Act should be recast in such a way as to secure **imported yarns** from interference after they had passed through the Custom House.

With reference to the enquiry as to what **unit** should be adopted for test measurements, the Chamber recommended that **all the hanks of one bundle** should be measured, unless it was obvious, after testing 25 per cent. of the knots, that the yarn was so short as to admit of no doubt.

Under date 19th October 1904, the following Press *Communiqué* was issued by the Finance and Commerce Department :—

> "In September 1903, a Committee was appointed by the Government of India to consider the question of adopting measures to prevent the short-reeling of yarn in Indian Mills for sale in India. Their report was received in October of the same year, and the Local Governments and Chambers of Commerce were consulted as to the practicability of the suggestions formulated by the Committee. Their replies have now been received, and they disclose great diversity of opinion both as to the necessity for any remedial measures, and as to the practicability of the course proposed by the Committee. The consensus of opinion appears opposed to the acceptance of the recommendations made by the Committee, and the Government of India have therefore **decided to take no further action** in this matter, for the present."

In the opinion of your Committee, the action of Government in first taking this matter up and then dropping it for reasons that appeared inadequate, was calculated to bring about an aggravation of the evils whose existence was not doubted. It appeared to them also that the situation so created constituted a menace to the trade in imported yarns, and that the implied official countenance of systematic short-reeling for foreign markets might compel a departure from the stricter practice hitherto ruling among Lancashire Spinners. They therefore instructed their Delegates at the Conference of Indian Chambers of Commerce to be held in Calcutta in January 1905 to move the following Resolution :—

> "That this Conference having noted that Government does not intend to enforce the law against short-reeling, considers it incumbent on Government to state the steps

they propose to take to place imported yarns on the same footing as those made in this country."

The following is a summary of the reports received by the Government of India from Provincial Governments and Chambers of Commerce with regard to the prevention of short-reeling of yarn in Indian Mills :—

The United Provinces Government and the Upper India Chamber of Commerce held that legislation was unnecessary, as any mill which adopts such practices is already sufficiently penalised by the bad name it gets amongst buyers. The Upper India Chamber further pointed out that should any legislation upon the lines indicated be determined upon it should take the form of regulations for the standardization of mechanical reeling apparatus, so as to ensure greater regularity of outturn. The Chief Commissioner of the Central Provinces also reported against legislation as impracticable, though he held that the evil exists, and stated that he entertains no doubt that some mills deliberately turn out short lengths and false counts of yarn.

The Burma Government and the Rangoon Chamber of Commerce on the other hand reported in favour of action to prevent fraudulent short-reeling, the ground taken being that honest importers are handicapped in competing with less scrupulous parties, owing to the existence of this evil.

The Bengal Chamber were against the proposed legislation because it would allow yarn for export to be short-reeled without penalty. The Bengal Government held that the matter was not one of much practical importance in Bengal and the expediency of legislation had not been made out.

The Punjab Government reported that they were not in a position to give an opinion in the matter. The Madras Govern-

ment were against legislation. The Bombay Government held that action should be confined to actual false descriptions in the case of yarn offered for retail sale in India. (*Appendix* E 2.)

METALS.

Importation of German Basic Steel Sheets. False Trade Description.

The Imperial German Consul in Bombay addressed the Chamber towards the end of 1903, stating that, several native merchants in Bombay had for some time been importing German Basic steel sheets but that subsequently they found that the quality was inferior, that is, the sheets appeared to be of **Belgian Basic Steel.** The S.S. "Argenfels" was instanced as having brought to Bombay several parcels of a very low quality, and the importers desired to know if these sheets were actually made in Germany so that they might be cautious in future.

The Committee brought the matter to the notice of the Commissioner of Customs and that official was good enough to enquire into the matter. The Commissioner had reason to believe that Basic steel sheets of Belgian manufacture but marked "made in Germany" had been imported by the vessel mentioned. No information was, however, given to the Customs Department until the sheets had passed the Bombay Customs House; but that action had since been taken, and proof of origin of sheets marked as German made and shipped from Antwerp had been insisted on. The Commissioner stated that no wrongly marked sheets had been discovered in the shipment per S.S. "Liedenfels", the vessel which followed the S.S. "Argenfels." It was added that among the shipments of steel per S.S. "Neidenfels," the subsequent vessel, suspicion was aroused in connection with an importation of 333 sheets marked "made in Germany"

and believed to be of Belgian manufacture, and that necessary action was taken by the Customs Authorities.

The Commissioner pointed out that, as Antwerp was a port of shipment for a large quantity of German goods, the Customs Department had not previously taken objection to goods shipped thence and marked as of German manufacture.

IMPORT DUTY ON OIL-SEEDS IMPORTED INTO BRITISH INDIA FROM NATIVE STATES.

(See *Report*, 1903, *pp.* 73 *and* 419.)

In April 1903, the Committee addressed the Bombay Government in support of a representation which had been made by the Karachi Chamber of Commerce to the Commissioner in Sind regarding the desirability of excluding from the operation of the Indian Tariff Act all oil-seeds imported into British India from Native States. The reason advanced was that the produce thus imported was practically all immediately exported to Europe, and that a refund of the Customs Duty, less one-eighth, was made. It was also submitted that the revenue accruing to Government from the imposition of this duty was very small, and that its collection and subsequent refund gave considerable trouble both to merchants and the Customs Authorities.

The matter was in due course referred to the Government of India, and in a letter received by the Chamber from the Government of Bombay, under date 27th January 1904, it was stated that the Government of India preferred to postpone the consideration of the proposal until the land Customs Line had been established on the borders of the Kathiawar States, and until some experience had been obtained as to its effect on the course of the trade between the Bombay Presidency and those States. (*Appendix* E 3.)

INDIAN TARIFF ACT.

ANNUAL REVISION OF VALUES.

(See *Report*, 1903, *pp.* 74, 424.)

Mr. J. A. Robertson, Director-General of Statistics to the Government of India, visited Bombay in November 1904, for the purpose of making enquiries in connection with the annual revision of the Tariff values.

Mr. Robertson met the Committee in the rooms of the Chamber on 23rd November and discussed with him the various items in the schedule which he proposed to alter. The Committee generally approved of the valuations suggested by Mr. Robertson, with the exception of the items regarding sugar, and on this point it was agreed that the Chamber should represent its views by letter to Mr. Robertson and to the Government of India.

The Chamber's representations are dealt with under the head of "Sugar Duties."

SUGAR DUTIES.

(See *Reports*, 1902, *pp.* 41, 266; 1903, *pp.* 55, 364.)

During the recent visit to Bombay of Mr. J. A. Robertson, the Director-General of Statistics to the Government of India, the Committee discussed with him the question of the Tariff valuations of sugar for Customs Duty purposes, and it was agreed that the Chamber should represent its views in writing to that official as also to the Government of India.

The Committee accordingly addressed Mr. Robertson on 1st December 1904. They pointed out that in several of the Indian Ports, foreign sugar was largely sold at "rupee prices including duty," and that during the last few months considerable quantities of sugar for shipment from Java, Mauritius and Europe during the months of October to March and to a small extent for later months had been sold on this

basis. The greater portion of this sugar had been bought and sold by importing merchants some time before the price of sugar rose to its present high level and therefore at values much below those ruling in India at the time of writing.

The Committee accordingly pointed out that if duty was levied on the basis of the current Indian market rates it would inflict a serious loss on all those merchants who in the ordinary course of their legitimate business had sold sugar on a "rupee basis including duty." The Committee further submitted that the raising of the Tariff Valuations of sugar should be deferred for some months until a considerable proportion of the sugar bought and sold on a lower basis than the current market rates had been imported.

The Committee at the same time addressed the Government of India, Finance and Commerce Departments, forwarding a copy of their letter to Mr. Robertson, and suggesting an amendment of the Indian Tariff Act, so that an increase of the amount payable as Customs Duty on account of increased Tariff Valuations might be recoverable in the same way as in the case of an increase of the percentage of Customs Duty.

On 9th December, Mr. Robertson informed the Chamber that its representation would receive careful and sympathetic consideration when submitting his report on the revision of the Tariff Valuations to the Government of India.

The Government of India also intimated that the Chamber's views were under consideration.

A further communication was subsequently received from the Director-General of Statistics stating that the Government of India were unable to accept the suggestion that the Tariff valuation should remain unaltered until a considerable portion of the sugar bought and sold on a lower basis than the current market rate had been imported. The letter added

that the Government of India would, however, be prepared to consider the advisability of revising the valuations already fixed if prices fluctuated to a material extent during the course of the year 1905. (*Appendix* E 4.)

INDIAN STAMP ACT, 1899.

STAMP DUTY ON HYPOTHECATION OF MOVEABLE PROPERTY. FURTHER AMENDMENT.

(*Chamber's Reports*, 1902, *pp.* 8 *and* 172 ; 1903, *pp.* 53, 351.)

This question, it will be remembered, was considered by the Committee in 1902 and again in 1903 as will be seen from the above references. During the year the matter again engaged the attention of the Government of India in consequence of the ruling of the Calcutta High Court in the case of the Queen-Empress *vs.* Debendra Krishna Mitter (1900) I. L. R. 27, Cal. 587, to the effect that, unless the whole advance given under an equitable mortgage be made at the time that the instrument of hypothecation is executed, the stamp must be that of an ordinary mortgage. This decision imposes a much heavier duty on equitable mortgages than appears to have been intended ; for it follows from it that the higher duty chargeable on an ordinary mortgage is leviable whenever it is sought to secure by deposit of title-deeds future advances on an existing account. Such a duty is, in view of the temporary nature of transactions of the kind indicated, excessive, and the fact that it is leviable must tend to retard the development of the system of cash credits, which has hitherto proved of great assistance to trade. **The Government of India** therefore proposed to amend Article No. 6 of the first schedule to the Indian Stamp Act, 1899, (II of 1899), so as **to relieve these instruments** from the higher duty, and to place them all on the same footing, whether their execution is or is not simultaneous with the advances secured by them ; and it was at the same time suggested

—see clause 3—to follow Section 23, read with Section 86 (2), of the English Stamp Act of 1891 (54 and 55 Vict., c. 39), and to levy a fixed fee of eight annas only when the security deposited by way of equitable mortgage is marketable.

In the same connection notice has been called to various defects, doubts, and anomalies in the law. *First*, no provision is at present made for the case where an equitable mortgage is executed to secure the repayment of a loan after more than one year, and the agreement in such a case is consequently liable to the duty of eight annas only under Article No. 5 of the schedule. It is proposed to amend Article No. 6 so as to impose the same stamp as that required on a document securing repayment within a year. *Secondly*, there is now no specific provision as to the duty leviable upon an instrument evidencing an equitable mortgage where the advance secured is repayable on demand, and such instruments are chargeable either with the same duty as agreements or with the duty leviable on ordinary mortgages, according as the securities are deposited before or at the **time of execution.** It is proposed to extend the amendment of the Article so as to treat such instruments in the same manner as instruments securing repayments after more than three months. And, *thirdly*, there appears to be some doubt as to the applicability of the Article to pawns and pledges, and it is proposed to amplify it so as expressly to include such transactions, as well as hypothecations of securities. On the other hand, as misunderstanding is likely to be caused by the circumstance that the definition of "mortgage-deed" in Section 2, clause (17), of the Act covers all kinds of property, while a "mortgage," as defined in Section 58 of the Transfer of Property Act, 1882 (IV of 1882), is **limited to immoveable property**, it is proposed—see clause 2 of the Bill—to confine the definition here also to immoveable property, all "mortgages" of moveable property, whether accompanied by possession or not, being, as already indicated,

brought together under Article No. 6, unless otherwise specifically provided for in the schedule.

Finally, the opportunity has been taken to amend the law, in another direction. Under Section 26 of the Act, where the value of the subject-matter of an instrument is unknown or indeterminate, the contracting parties may use their discretion as to the value of the stamp to be affixed to the instrument, but no sum can be recovered under it in excess of the amount covered by the duty actually paid. An exception is, however, made in the case of **mining leases** in which a royalty or share of the produce is reserved as rent. The value of the share or royalty is necessarily indeterminate in the majority of such cases, and it is, therefore, provided that if the lease be stamped on an assumed valuation of Rs. 20,000 a year, the sum actually due under the lease may be recovered, whatever the amount may be. This provision is unsuitable in the case of mining leases granted by the Government; for the natural tendency of revenue-officers is to safeguard the interests of the Government by valuing the royalty at the figure just referred to in every case. The stamp-duty, ordinarily payable on this valuation, is Rs. 200 and this constitutes an unduly heavy burden in the case of small and unproductive mines. It is proposed, therefore, by clause 4 of the Bill, to expand the section so as to provide that, where a mining lease is granted by the Government, the Collector may estimate the amount of royalty which he considers likely to be payable, and it will be sufficient if the lease is stamped in accordance with his estimate.

The further amendments proposed by clause 5 and sub-clauses (2), (3) and (4) of clause 6 of the Bill are purely consequential and require no explanation.

The Bill, embodying the above amendments, was forwarded to the Chamber for opinion by the Government of Bombay on 19th March 1904.

The Committee informed Government that the proposed measure met with their approval. (*Appendix* E 5.)

STAMPS ON INSURANCE POLICIES.

New Form Introduced by Stamp Office.

(See *Report for* 1903, *pp.* 54, 356.)

On the 25th May 1904, the Superintendent of Stamps, Bombay, issued, under the orders of the Government of India, a Circular (No. 7) in which it was required that Insurance Companies, when sending in Policies to be stamped, should furnish, upon a prescribed form, particulars regarding the (*a*) Nature of Insurance; (*b*) Number of Policies; (*c*) Stamp duty on each Policy; (*d*) Total Stamp Duty; (*e*) The amount insured; (*f*) Remarks.

A few days after the issue of this circular the Chairman pointed out to the Committee that since Marine Policies are often wanted in a hurry it is the practice of Agents to keep a large supply of stamped forms ready for use, but that the new order would make this impossible as the Policies could not be stamped until it was known what was the sum to be assured.

The Committee fully endorsed the Chairman's representations, and in view of the serious inconvenience that might at any moment arise under the new order, they telegraphed at length to the Government of India, urging that the order in question might be suspended until the matter had been fully considered in the light of the facts represented.

This telegram was confirmed and supported by a letter in which it was further submitted that Government, when contemplating the issue of such orders, might fittingly consult those whose business would be affected.

It was added that returns of the kind referred to, unless they served a very useful purpose not apparent in the case under notice, only complicated the work of a merchant's office.

The Government of India were good enough to comply with the Chamber's request, and in a letter dated 25th June, the Bombay Government intimated that the **original instructions had been modified** so as to obtain the requisite information in **monthly or bi-monthly** statements as might suit the convenience of the Agents of Marine Insurance Companies.

On the 27th April, the Superintendent of Stamps, Bombay, requested to be informed whether a statement of Insurance business transacted in Bombay during the year 1904, in a specified form as attached to his letter, could be furnished annually, for the information of the Government of India; the letter also contained a request that the Committee would issue a circular to all Insurance Companies and Agencies in Bombay "intimating that every time their policies are sent "for stamping to this office, they should be forwarded "with a memo. showing the description of the Policies "as given in the Stamp Act, as also the nature of the "Insurance."

As the Chamber keeps no record of the particulars required by the Superintendent of Stamps, the Committee suggested in a letter, dated 7th May, that that officer should address the Secretaries of the Bombay Association of Fire Insurance Agents and the Bombay Underwriters' Association, who would probably be able to help him, both as regards the annual statement mentioned and the information required in connexion with the stamping of policies. (*Appendix* **E 6.**)

MERCHANDISE MARKS ACT.

A useful reprint of this Act, as modified up to the 1st February 1904, has been issued by the Superintendent of Government Printing in Calcutta. The price is six annas.

IMPORT DUTIES ON TRADE CIRCULARS AND PRICE LISTS.

In March 1904, the London Chamber of Commerce forwarded a copy of a letter addressed by them to the Secretary of State for India, on the subject of the impediments, in the form of Customs duties and Postal restrictions, placed in the way of the importation of British advertising matter. In doing so they requested that this Chamber might support their representations; and on the 22nd April your Committee replied that they would do so if the matter were referred to them by Government. (*Appendix* **E 7.**)

CUSTOM HOUSE ORGANISATION.

Extra Fees on Holidays.

(See *Report for* 1903, *p.* 76.)

Representations were made to the Chamber in the early part of the year regarding the practice observed in the levy of fees for the **preparation of Customs Passes** on those Bank Holidays on which the Custom House is open for urgent work till 2 p.m. It was stated that the fee in question amounted to Rs. 20-8-0 and that when it was paid by the Ship's Agent the single fee covered all the shippers preparing Customs Passes for that ship; but that when the fee was not paid by the Ship's Agent, a separate and additional full fee of Rs. 20-8-0 was levied from each shipper. The Committee in bringing the matter to the notice of the Collector of Customs, under date 14th April, submitted that in cases of the latter kind the fees collected were excessive, and suggested that the fee leviable from each shipper should in future be limited to five rupees.

The Collector in his reply, dated 25th April, pointed out that the adoption of the rate suggested by the Chamber would, for the reasons stated, be against the order of Government who had all along fixed the scale of remuneration according to the number of officials employed.

On further consideration of the matter the Committee on 5th May, suggested the institution of a system of **refunds** in cases where the Customs fee was paid by individual shippers, a small charge, say, 8 annas being levied on each shipper by a particular steamer for the extra labour involved.

For instance, the charge to say 10 shippers at Rs. 20-8-0 each would be Rs. 205 0 0

Deduct—Customs fee	Rs.	20	8	0	
Extra fee on 10 Shippers at 8 annas each	„	5	0	0	Rs. 25 8 0
Amount to be refunded equally among 10 shippers					Rs. 179 8 0

With this suggestion also the Collector was unable to comply as the system proposed by the Chamber would, he stated, be open to practical objections and necessitate a new system of accounts.

The Committee did not proceed further with the matter, although it is not clear why a practical anomaly should be maintained because it affects the accounts. (*Appendix* **E 8.**)

NAGDA-MUTTRA RAILWAY.

(See *Reports*, 1902, *pp.* 10, 176; 1903, *pp.* 79, 454.)

In the *Histories of Railway Projects*, corrected up to 30th June 1904, the following reference is made to the above line :—

"The Nagda-Baran-Muttra extension was surveyed in 1894-95 and 1895-96 by the Bombay, Baroda & Central India Railway Company, and detailed estimates were prepared for a total length of 355 miles at a cost, on the 5'-6" gauge, of Rs. 3,50,69,244, including a provision of

Rs. 41,10,698 for rolling stock. The alignment provided for connections—

"(1) at Nagda with the Godhra-Rutlam-Nagda Extension of the Rajputana-Malwa Railway, and with the Bhopal-Ujjain-Nagda Branch of the Indian Midland Railway;

"(2) at Baran with the Bina-Goona-Baran Branch of the latter System;

"(3) at Siwai Madhopur with the Jaipur Railway from Sanganer to Siwai Madhopur;

"(4) at Bharatpur with the Agra Branch of the Rajputana-Malwa Railway; and

"(5) at Muttra with the Cawnpore-Achnera Section of the latter System, and with the Chord line from Agra to Delhi.

"The line would be of great value in supplementing the carrying powers of existing Railways in the event of a great famine in Southern India, and its necessity has been urged by the Bombay Chamber of Commerce in the interests of the Port of Bombay. Its importance is recognised by the Government of India who, with a view to its early construction out of State funds, have sanctioned a re-survey of the projected extension with a view to the re-examination and, if necessary, the revision of the original alignment involving the survey of a route through or near Kotah which it has been decided to substitute for that *via* Baran referred to under (2) above."

Towards the end of the year the attention of the Committee was drawn to an announcement in the daily press to the effect that the Secretary of State had sanctioned the construction of a Broad-gauge line from Nagda to the crossing of

the Chambal River, a distance of 141½ miles, as part of the Nagda-Muttra Railway.

It will be remembered that the construction of the Nagda-Muttra Line has long been advocated by this Chamber and by the entire public opinion of Bombay as a public work of the greatest importance to this side of India. As such it was long ago recognised by Government; and, after a period of almost unaccountable neglect, it was more recently restored ostensibly to its proper place among the lines to be constructed. The Committee were, therefore, disappointed by the estimated yearly provision for the line in question as shown in the Appendix to the Railway Administration Report, dated 21st May 1904, as it was understood that in the execution of the work regard would be had to the **principle, repeatedly affirmed by Government,** that when a work is begun it is expedient, even on financial grounds alone, that funds should be made available for its speedy consummation. The Committee, therefore, in addressing Government, stated that if so little is to be actually accomplished in the next three years there remained an almost indefinite prospect of serious failures in the transport of goods over the existing lines. This line, they submitted, had been recommended not only on the ground of its opening up the Chambal Valley, but also with a view to its furnishing a direct short route to the North, independent of certain sections of Railway upon which serious difficulties appeared at times to be encountered by traffic destined for Bombay. They also pointed out that if it is a principle in respect of ordinary railways that a work when once begun should be prosecuted without intermission and completed without delay, **that principle applied with double force** to a line one-half of whose functions were entirely untouched until the last yard had been constructed and the new work had been coupled up with the other systems at both ends. (*Appendix* F 1.)

RAILWAY RECEIPTS AS NEGOTIABLE INSTRUMENTS.

(See *Reports*, 1886: *pp.* 63 *and* 452. (*Opinion of Chamber Solicitors.*)

1887: „ 25 and 79.

1888: „ 24, 102, 145, 156. (*Railway Bill.*)

1889: „ 43 and 261.

1890: „ 177, 429, 449, 450, 456, 467.)

This matter was brought once more before the Committee by a letter from the Bombay Grain Merchants' Association, dated 25th April 1904.

An examination of the Reports quoted above will show that the question is an old one, and was first formally raised by the Bombay Chamber in 1886. A very strong **Special Committee** reported unanimously in favour of legislation that would put Railway Receipts virtually on the same footing as Bills of Lading as Negotiable Instruments. The representations made to Government in pursuance of that report were supported by the other Indian Chambers of Commerce. Their cogency was formally admitted by Government; and the Advocate-General considered that effect might safely be given to them (*See* Report for 1890, p. 456). The proposal was then referred to the Railway Administrations for opinion. Some favoured the proposals while others did not, the objection being that the change might increase the responsibility of the Railways. Early in the movement it was promised by Government that the matter should receive very careful consideration; but when, after a lapse of time,

the **Draft Railway Bill of 1888** was submitted to the Chamber for opinion, it was found that the proposals had been discarded on the grounds (*a*) that the railway administrations objected and (*b*) that railway procedure elsewhere furnished no precedent.* But not till 1890 was publication of the grounds of the Railways' opposition obtained. An examination of their exposition (Report 1890, p. 456) will show that they were not convincing. It appears, however, that in June 1890 the **Bengal Chamber**, who had previously supported the proposals of this Chamber, were induced by a letter from a firm of Calcutta Solicitors to change their view and to withdraw their support.

It almost appears as if the defection of the Bengal Chamber has had the effect of deterring this Chamber from pursuing the matter further; but in view of what has been urged in favour of a revision of the law, the Committee desire to commend the matter to the very careful consideration of their successors. In doing so, they would specially direct attention to the Government summary of the question given at page 455 of the Report for 1890: the opinion of the Chamber's Solicitors, page 452 of the Report for 1886: the original representations of the Chamber to Government, page 456 of the same Report: the statement of the grounds on which the Bengal Chamber withdrew its support, page 450 of the Report for 1890: and the statement of Government's reasons for not including the provisions in the Railway Bill 1888, page 102 of the Report for that year. (*Appendix* **F 2.**)

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* An enquiry addressed to the head of one of the great American Railways who visited India in January 1905 elicited the information that "in the "United States while warehouse receipts for merchandise and Elevator Com-"panies' Receipts for grain are negotiable, the documents corresponding to the "Indian Railway Receipts are not."

RAILWAYS IN AMERICA.

Organisation and Working.

(Report by Official deputed by Government of India).

Mr. Neville Priestley, Under-Secretary to the Government of India, Railway Department, was deputed by the Government of India, in the middle of 1903, to visit America and report upon the methods of working in the Traffic Department on Railways in that country.

Mr. Priestley's Report was published in the form of a Blue-book in the early part of 1904 and is preserved in the records of the Chamber.

In his Introductory Notes, Mr. Priestley says :—

> " In making my investigations I kept in mind the conditions which exist in India generally. In preparing my report, I have confined myself, as far as possible, to a presentation of such American practices as, *mutatis mutandis*, might be adapted to Indian conditions. How they may be adapted, I have left it to my readers to decide for themselves, as local conditions must affect the suitability or otherwise of any scheme which may be suggested *when taken as a whole*, and there must always be differences of opinion as to details. My own observations, where I have ventured on any in relation to Indian Railways, will generally be found at the conclusion of each subject."

The following points are dealt with in the Report:—

> Organisation and Management ; Statistics ; Gauge ; Goods Rates ; Train Loads ; Passenger Traffic ; Running Powers and Independent Junctions ; Working of Trains ; Goods Traffic ; Labour Saving Devices.

RAILWAYS.

UPPER INDIA TRAFFIC WITH BOMBAY AND CALCUTTA RESPECTIVELY.

(See *Report*, 1902, *pages* 137 *and* 654.)

In the early part of the year the attention of the Chamber was called to the Imports into Cawnpore by rail from Bombay and Calcutta, the comparative figures for 1903 being as follows :—

Arrivals—From Calcutta 749,619 maunds.
„ — „ Bombay 398,353 „

The Exports during the same period were :—

Despatches—To Calcutta 471,830 maunds.
„ — „ Bombay 10,76,837 „

It will thus be seen that from Calcutta the Imports into Cawnpore exceeded the Exports to Calcutta by 277,789 maunds, but that from Bombay the Imports into Cawnpore were less than the Exports to Bombay by 678,484 maunds.

This represents an exceedingly unbalanced traffic and means, roughly speaking, that of every three wagons booked from Cawnpore to Bombay two had to be worked empty to Cawnpore to carry the traffic.

The specific descriptions of traffic which had been **received** at Cawnpore from **Calcutta in excess of Bombay** were as follows :—

	Cotton Piece-goods.	Jute, Manu-factured.	Kerosine.	Machinery.	Iron.
Calcutta...	1,75,817	39,244	96,855	30,398	1,90,672
Bombay...	1,07,464	918	2,181	25,726	2,281

Note.—The Chamber had also some correspondence on this subject with the Bombay Presidency Merchants' Association (Cawnpore). Letters have also passed between the Chamber and the Bombay Grain Dealers' Association with regard to delays in the transit of produce over the G. I. P. Railway system to Bombay.

HIDES AND SKINS.

Export Trade.

In October 1904 the General Traffic Manager of the G. I. P. Railway forwarded to the Chamber a copy of a letter which had appeared in the *Times of India* in which the writer pointed out that he was a large shipper of hides and skins from Cawnpore, but was obliged to send his consignments to London and other European Ports *via* Calcutta, because Calcutta charged freight by weight, whereas the Bombay scale was on the basis of measurement. The writer further stated that if Bombay charged by weight all Upper India trade would flow into Bombay, seeing that London and other European Ports were closer to Bombay than to Calcutta.

The Committee made very careful enquiries in the matter and found that the rate of freight ruling at the time from Calcutta to London was 42s. 6d. per ton of 14 cwts; the rate of freight from Bombay to London was 20s. per ton of 40 cubic feet or on an average 10s. per bale of 3½ cwts. which was equivalent to 40s. per 14 cwts., being a difference of 2s. 6d. per ton of 14 cwts. in favour of Bombay. Approximately the weight of a bale of skins or tanned hides is 400 lbs., the measurement being about 20 cubic feet. There was therefore no apparent reason why the Bombay Tonnage Scale should be altered so far as shippers were concerned, and the Committee considered that no change in this respect would tend to encourage exports from this Port. They accordingly addressed the General Traffic Manager in the above terms, pointing out that the reason of Calcutta taking the bulk of this trade was not that the freight was high, but that better trade facilities prevailed in Calcutta which induced merchants to forward their shipments to that Port for ready sale.

ROADS, RIVERS AND CANALS.

No matter falling under this section came specifically before the Committee in 1904, but a Resolution on the subject of

Inland Waterways brought forward by the Bengal Chamber of Commerce at the Conference of Chambers in Calcutta elicited some interesting facts, which will be found in the report of that Conference.

TELEGRAPHS, FOREIGN RATES.

Further Reduction Sought.

In April 1904 the Secretary of State for India was asked, in **Parliament**, whether, having regard to the recommendations made by Lord Curzon, he would consider the expediency of communicating with the Postmaster-General, and with the Telegraph Companies concerned, with a view to securing a reduction in the rates on telegrams to India from 2s. 6d. per word, and a corresponding reduction in the press rates.

Mr. Brodrick in reply said: "The recommendations made by the Government of India are now under consideration, and the expediency of communicating with the Telegraph Companies with a view to the proposed reduction of rates will be duly considered."

Again on June 24th Sir Edward Sassoon asked the Secretary of State for India: "Whether in view of the results achieved and the responsiveness of the traffic consequent on the last reduction of the Indian cable rate, he will assist the efforts of Lord Curzon for obtaining a further reduction to 2s. a word."

Mr. Brodrick: "I should welcome the reduction of the rate to 2s. a word but until I am in possession of the figures of the working of the traffic for the financial year 1903-1904, which completes the period of three years under the new system, I shall not be in a position to say whether I am entitled to take any action under the Agreement with the Telegraph Companies concerned."

Rates to Certain Places East of Suez.

The Telegraph Department in India notified in June last that the rates for Indian telegrams *via* Bombay and Aden would be reduced as follows :—

By 12 annas for the following places :—Aden, Perim, British Somaliland, Assam and other offices in Erythrea, German East Africa (except Bismarkburg and Ujiji), Cape Colony, Natal, Orange River and Transvaal Colonies, Southern Rhodesia, Swakopmund, Seychelles, Mauritius, Rodrigues and Cocos Islands, Mombassa and Zanzibar. By 13 annas for the following places : Djedda, Mecca and other offices in Hedjaz, Offices in Yemen, Bismarkburg, Ujiji, Nyassaland, Northern Rhodesia, Portuguese Zambesi, Beira Railway Offices, Lorenzo Marques, Mozambique, Madagascar, British East Africa Company's and Uganda Railway Offices, Obbok, Djibouti, Benguela, Loanda, Mossamedes, St. Helena and Ascension. From the same date the following reduced rates *via* Bombay and Aden came into force:—Abyssinia Re. 1-8 per word, Egypt first region through Suez Re. 1-8, through Souakim Rs. 1-13, Egypt, second region, through Suez Re. 1-13, through Souakim Rs. 1-10, Egypt, third region, through Suez Rs. 2, through Souakim Rs. 1-8 and for Souakim 3 annas less. The rates for the above mentioned places for telegrams from Burma will be the same as from India from the same date.

TELEGRAPHS.

Official Code Vocabulary.

(See *Chamber's Reports*, 1890, *pp.* 147, 242; 1894, *pp.* 206, 342 ; 1895, *pp.* 171, 651 ; 1896, *pp.* 97, 387 ; 1899,

pp. 113, 301 ; 1901, *p.* 75 ; 1902, *pp.* 26, 207 ; 1903, *pp.* 88, 526).

During the year under review the question of the Official Code Vocabulary, which was referred to at some length in the report for 1903, has not come officially before the Chamber ; but in the London *Times* of 1st July 1904, an interesting and important article appeared on the subject, which was re-printed and circulated to members of the Chamber, and is now appended to this Report for convenience of reference :—

" To-day (1st July 1904) there comes into force a resolution of the International Telegraph Conference, held in London last Summer, which bids fair to revelutionize the cable correspondence of the commercial world. That the situation may be appreciated by the general public, a brief reference to the history of code telegraphy will be of service.

" At the sixth conference, held in Paris in 1890, the International Bureau, which is established permanently at Berne, was ordered to prepare an official vocabulary of words which might be used in cipher messages, and the volume was issued in 1894. It comprised about half a million words, professed, unjustifiably, to have observed the rule of **a two letter difference**, and caused a commotion among British merchants and manufacturers, who are the chief users of code languages, because of a hint that it would in due course be made compulsory. The defects and inadequacies of this word list were recognised at the seventh conference, held at Budapest in 1896, and instructions were given for an enlarged vocabulary to be compiled. It was provided that no attempt should be made to observe more than one-letter differences, the intention being to throw upon code users the duty of selecting those which would serve their purpose with safety. Thus of this enlarged vocabulary, comprising about 1,300,000 words, only a fraction could be used by any individual system.

"At the **London Conference last year** the imposition of this Procrustean limit to cable language came up for discussion, and there was at one time a fear that the bureaucratic spirit by which it was dictated would prevail. Almost at the last moment, and in the main through the efforts of the British delegates—supported, if not indeed stimulated, by the commercial chambers—the attempt to control the natural evolution of cable correspondence was **abandoned**. In its place the following rule was adopted:—

> Les mots, qu'ils soient réels on artificiels, doivent être formées de syllabes pouvant se prononcer selon l'usage d'une des langues allemande, anglaise, espagnole, francaise, hollandaise, italienne, portugaise, ou latine.

"This rule therefore permits of the transmission, as one cipher word, of any pronounceable combination of ten letters, subject to the proviso that combinations formed by the union of two or more actual words are inadmissible. Thus the rule forbids the use of such combinations as hewillcome, but would admit hewillcoxo.

"The simplest application of this rule permits of the use of a sequence of five biliteral syllables, of the formula abababababab or babababababa. With twenty consonants (q being omitted) and five vowels, each syllable represents a possible range of 100 and these two formulæ together, therefore, furnish the enormous total of 20,000 millions of permissible combinations. But a large variety of other formulæ, such as bacbacbaca, abcababcab, and the like, would multiply the possible number of combinations to a still huger number.

"In the present condition of mechanical transmission, any such range is far outside the limit of safety, because with one-letter differences a **single telegraphic error** would trans-

mute any cipher into another having an intelligible meaning. It is therefore incumbent on code users to adopt some device for eliminating the risks attendant upon mutilation. In some instances this is attained by using the final letter or syllable as a check, indicating the summation of the precedent figures. In others a selection is made of combinations having two-letter differences, and also observing certain formulæ as to the relation of consonant to vowel. One compiler estimates that the particular formulæ chosen by him under these conditions give him a range of 600 millions, and, if they were all used, a figure system ranging from 000,000,000 to 599,999,999 would be attained.

"The practical effect of the new rule is **to reduce the cost of cabling** in cipher by one half, more or less. Information which has hitherto been transmitted within the limits of the old official vocabulary or still wider selections in two ciphers may now be embodied, by various devices, in one. To take one example, the *rule is tantamount to a reduction in the Indian cable rate from 2s. 6d. to 1s. 3d.*

"There is a further advantage, both to cable companies and to their customers. Some of the greater trunk lines of the world are often weighed down by a sudden accession of business, resulting in delays of individual or public moment. The new rule increases the capacity of the submarine cables without increasing their number, and in an age when we are but on the threshold of new developments in wireless transmission the saving upon new capital expenditure is doubtless welcome.

"The Postmaster General has already deemed it expedient to caution the business public that the new regulation is necessarily tentative, and **subject to withdrawal** at any subsequent international conference, should the concession now made be abused. It is conceivable that the anxieties of

telegraphists may be increased by too generous an interpretation of the rule as to pronounciability. The **vigilance of the Chambers of Commerce** will still be needed, lest the new systems, which in some instances have involved in their preparation many thousands of pounds, should be rendered valueless by a stray vote in some future meeting of the International Telegraph Conference."

In connection with the above the following alterations in the rules for Foreign Telegrams were notified by the Director-General of Telegraphs in India, to come into force on and from 1st July 1904 :—

(1) Code language will be defined to be that which is composed of words **not forming intelligible phrases** in one or more of the languages authorised for telegraphic correspondence in plain language. The words, whether genuine or fictitious, must be formed of syllables **capable of pronunciation** according to the usage of one of the following languages :—English, French, German, Italian, Dutch, Spanish, Portuguese and Latin, but combinations composed of two or more words in plain language contrary to the usage of the language will on no account be admitted.

(2) **Letter cipher** will be extended to private telegrams. The public are, however, recommended to avoid the use of letter cipher as far as possible, in the compilation of their codes, as it is less easy to transmit than pronounceable groups of letters, and therefore more liable to error. In cases where it is necessary to employ letter cipher, it should be arranged in **groups of five letters** in order to facilitate transmission.

(3) The period for preserving the originals of telegrams and documents relating to them will be eight months in future instead of twelve.

(4) The limit of delay rendering the **refund of charge** compulsory will be reduced from 144 hours to 72 hours in the case of private and 36 hours for State telegrams.

(5) In the edition of the *Nomenclature Officielle des Bureaux* (official list of offices) now under revision, arrangements are being made to distinguish offices of the same name from one another by additional particulars against their names in the first column of the Nomenclature, the whole of the particulars in this column to count as one word. Senders will, therefore, not be required to add, and pay for, the name of the country or the territorial sub-division of destination in such cases. The publication of the revised edition of the *Nomenclature* is, however, likely to be delayed till the autumn, but arrangements will be made to accept, from the 1st of July 1904 and until the revised edition of the *Nomenclature* is published, the name of the State or the territorial sub-division of destination without extra charge, when it is necessary for this information to be added to distinguish an office from another of the same name.

(6) The cost of an **Advice of Delivery** will be reduced from that of a telegram of ten words to one of five words.

(7) The restriction according to which the sender of a telegram "to follow" **cannot prepay** a reply, or an Advice of Delivery, will be removed.

(8) The period during which a **claim for refund** can be made will be altered from six to five months.

(9) **Registered Abbreviated Addresses** will be admitted as plain language (*i.e.* counted at the rate of fifteen letters to a word) when occurring in the Address, and as the Sender's name in both plain and code language telegrams, and in the text also of plain language telegrams. In the text of code language telegrams they will be treated according to the provisions of rule 72.

There will also be other slight changes in procedure, principally in favour of the public, which will appear in the *Telegraph Guide* to be issued on the 1st July 1904.

Rules for Foreign Telegrams (founded on the International Telegraph Convention) were published in Part I of the *Gazette of India* of 18th June 1904, pp. 462-476.

TELEGRAPHS.

Revised Rules for Code Language and Cipher Messages.

The Committee are indebted to the Director-General of Telegraphs in India for his courtesy in forwarding to the Chamber copies of the subjoined Memorandum, dated 10th January 1904, on the subject of the revised rules respecting code language and cipher in International telegraphy, which came into force on the 1st July 1904 :—

Code language is composed (*a*) of real words not forming comprehensible phrases, and (*b*) of combinations of letters having the appearance of real words.

(*a*) The real words (which must not exceed ten letters in length) may be drawn from any of the following languages :—English, French, German,

Dutch, Italian, Spanish, Portuguese or Latin. Consequently the words contained in the Official Vocabulary for Code Telegrams prepared by the International Telegraph Bureau at Berne will be available for the purpose, with the exception of any words exceeding ten letters in length inserted in that publication in error.

(*b*) The combination of letters (which must also be within the limit of ten letters) must be pronounceable according to the usage of one of the above-mentioned languages.

Combinations of letters which are not pronounceable will be treated as letter cipher, and counted at five letters to the word.

Commercial marks and abbreviated expressions in current use (such as tmrl, cif, fga, rsvp) will also be counted at five letters to the word.

Combinations formed by the running together of *bonâ fide* words are prohibited.

The public are recommended to avoid the use of **letter cipher** as far as possible in the compilation of their codes, as it is less easy to transmit than pronounceable groups of letters and therefore more liable to error. In cases where it is necessary to employ letter cipher it should be arranged in groups of five letters in order to facilitate transmission.

TELEGRAPHS.

Proposed Cipher Code.

In June 1904 the Committee received from Mr. C. E. Ross, Examiner of Guaranteed Railway Accounts, Madras, a copy of a communication which he had addressed to Government, containing certain suggestions on the subject of letter-

cipher in connection with telegraphic correspondence, and asked for the views of the Chamber on the following points :—

(*a*) Proposed withdrawal of the present restriction as to the use of letter-cipher in Inland Messages.

(*b*) The desirability, or otherwise, of the publication by Government of an official Vocabulary, or letter-cipher code.

In reply, the Committee informed the writer that the risk of serious mistakes arising from letter-cipher was so enormous, and the actual saving as compared with ordinary codes so small in Inland Messages, that the Committee did not think Mr. Ross' proposals would find favour with the commercial community. Further, that the Committee were of opinion that the Telegraph Department, as at present constituted, would be quite incapable of working the system satisfactorily.

TELEGRAPHS—INLAND.

Code and Abreviated Addresses.

Their "Confidential" Treatment.

In February 1904, the Chamber received intimation from the Chief Superintendent, Government Telegraph Department, Check Office, Calcutta, to the effect that it was proposed to cancel the existing Rule 28, Section II, of the Indian Telegraph Guide for January 1904, namely, that "Code or Abbreviated Addresses are **Confidential,**" in order that the Telegraph Department might no longer treat such addresses as confidential ; and the opinion of the Chamber was asked in the matter.

It was explained that the object of the proposed change was to conform to the practice prevailing in other countries and to admit of these abbreviated addresses being published for general information especially in view of the revised

Inland rates introduced from 1st January 1904, according to which addresses are charged for.

The Committee, in addressing the Telegraph Authorities on the subject, under date 25th February 1904, stated that the matter was one with which they did not feel themselves entitled to deal, as it involved the rights of individuals who had paid for the registration of Code or Abbreviated Addresses and many of whom might have been moved to do so by consideration of the confidential treatment accorded to those addresses. The Committee were aware of instances in which the confidential treatment of these addresses was valued as a safeguard against confusion or fraud; and they thought it would be well, before cancelment of the rule in question, that owners of code or abbreviated addresses should individually be given the option of secrecy or publication.

In connection with this matter the Chamber was addressed during the year by a member, with regard to the **Charge hitherto made for Code Addresses**, pointing out that so far as Inland messages were concerned the charge (Rs. 10 per annum) for registering a single code address was **prohibitive.** It was stated that in the case of messages despatched every day there was no cause for complaint, but in regard to persons who did not use the telegraph very frequently they did not see the advantage of incurring an annual expenditure of Rs. 10. In the case of the firm who had addressed the Chamber on this matter it was pointed out that in the Bombay Presidency alone they had over one hundred Agents whose addresses they would like to have registered, but they did not care to spend a thousand rupees yearly to secure a trifling advantage. Were the fee to be reduced to Rs. 2 per annum or Rs. 10 for all time, a great number of business people, including private individuals who may wish to send messages on social matters would avail themselves of registered code addresses that

would be a source of considerable revenue to Government. With Foreign Messages, the case, of course, was different: those who used the cables did not grudge to pay Rs. 10 per annum.

The above views were at the same time communicated by the member referred to to the Telegraph Authorities in Calcutta with the following suggestions :—

(1) Payment of Rs. 10 per annum to secure a registered address for Foreign as well as Inland Messages.

(2) Payment of Rs. 2 for registration of a Code Address for Inland Messages only for one year; Rs. 10 for all time.

(3) An Inland Message Address may be made available for Foreign Messages by payment of the difference, Rs. 8 per annum, or Rs. 40 for all time.

Revised Rules under the Indian Telegraph Act of 1885 were published by Government during the latter half of the year and will be found in Part I of the *Bombay Government Gazette* of 6th October 1904. Clause (12) reads as follows :—

" The fee for **registration of an abbreviated address** is Rs. 10 per Calendar Year, payable in advance, on the 1st January or on any date on which registration may be effected before 1st July ; FOR REGISTRATION ON OR AFTER THAT DATE FEE IS Rs. 5. The fee for registration shall be paid to the officer in charge of the Telegraph office at which registration is effected."

Rule 26 of the previous Rules (See Indian Telegraph Guide, January 1904) has been **abolished** in so far as the **registration fee of Rs. 50 for all** time for Code or Abbreviated Addresses is concerned.

TELEGRAPH FORMS.

Forms to be Enlarged.

The Chamber addressed the Director-General of Telegraphs in September 1904 pointing out that the telegram forms in use for Foreign and Inland Messages were too small for present day requirements, and that the spaces were barely sufficient for the more lengthy cipher words permissible. They therefore submitted for his consideration a skeleton form on a larger scale, and stated that if he could see his way to adopting it, the change would be welcomed by the mercantile community and the public generally.

A reply was received from the Director-General, under date 21st September 1904, stating that the Chamber's suggestion would receive due consideration. It has in fact been given effect to. (*Appendix* **H-1.**)

TELEGRAPH FORMS.

Proposed issue of Books of Forms.

In May 1904 the Director-General of Telegraphs in India consulted the Chamber as to what might be considered the most convenient form in which to issue books of bound "Sent Message" telegraph forms for purchase by the public.

Enquiries instituted by the Committee showed that Mercantile houses in Bombay generally either press-copied all their telegrams into a book or used carbon sheets, and that counterfoils were of no use to them. The Committee therefore addressed the Director-General in this sense, under date 30th May 1904, and added that the Committee considered that books containing **forms only without counterfoils** would be the most suitable. (*Appendix* **H-2.**)

TELEGRAPHS—INLAND.

Administration Report of Department for 1903-04.

The Administration Report of the Indian Telegraph Department proved conclusively that **the four-annas telegram was a success**, though the figures available were only up to the first quarter of 1904. In that period nearly 368,000 messages of the new class were sent by the public, and these formed 28·61 of the total "deferred" traffic. Four thousand telegrams per day worth Rs. 1,000 show that the reduction from eight to four annas as the minimum unit of charge has been at once appreciated, and this kind of traffic will no doubt expand as the native population become more familiarised with the cheap rate introduced in the beginning of the year. The curtailment of the free address to six words caused an increase of 30 per cent. in the number of **undelivered messages** as against an increase of 19 per cent. in "deferred" traffic. But there has been a marked desire to register abbreviated addresses, and as this practice extends the percentage of undelivered messages will probably fall. The report notices that "**ordinary**" messages, for which the unit of charge is one rupee, continue to decrease in number, and a few years hence it will be possible to abolish this class altogether. It has served its purpose in the past, but it does not seem to the Department to be needed much longer.

Some time ago the Upper India Chamber of Commerce suggested to Government that the **Six free words for the address** in "Deferred" telegrams should be **added to the unit number of words** for this class, and that the Address, as in the case of "Ordinary" and "Urgent" messages, be charged for. Government decided against this proposal, but the Upper India Chamber have persisted in the matter, and written again to the Government of India. The Committee of the Chamber show reasons why they consider that the change would not

entail financial loss, because of the encouragement to Natives to a greater use of telegrams; and, moreover, by obliging them to pay for the Addresses, they would be led to register abbreviated addresses, in itself a great convenience to all concerned. The Upper India Chamber also pointed out that even were there any financial risk in the proposed change, the prosperous position of the Department warrants the concession, inasmuch as the surplus at the close of the year 1902-03 showed a return of 4·15 per cent. on Capital Outlay.

REUTER'S COMMERCIAL SERVICE.

The occurrence of inaccuracies and delays in Reuter's commercial telegrams was brought to the notice of the Committee in the early part of the year 1904, and it was then resolved to invite the General Manager of Reuter's Telegram Company to meet the Committee for the purpose of discussing the matter. It was also decided to ask the Directors of the Bombay Cotton Trade Association to appoint a representative to be present at the Conference.

A Special Meeting of the Committee was held on 9th March 1904, Mr. N. S. Glazebrook being present on behalf of the Cotton Trade Association, and Mr. H. W. Williams as representing Reuter's Telegram Company.

After some discussion it was agreed that Mr. Williams should be asked to institute a very much shorter set of telegrams giving only what was necessary, and that at a reduced charge.

Subsequently, a circular letter was addressed to members of the Chamber inviting suggestions for a revised service; and on receipt of the replies, the Committee forwarded to Reuter's Telegram Company a revised list with a recommendation that it be introduced from 1st July 1904, and that the cost to subscribers should not exceed Rs. 300 per annum.

On 4th May 1904 a reply was received from Reuter's Telegram Company stating that the Chamber had apparently overlooked the increase the Company had made in the Cotton items, both from Liverpool and New York, since the cable rate was reduced, and had confined their deletions chiefly to those items which were not specially got out for Bombay, but which, passing through Bombay, the Company had issued in case they might prove of interest to some subscribers. It was impossible, the Company stated, where the interests were so conflicting, to please all, and therefore in trying to fall in with the views of one body of subscribers it might give dissatisfaction to others. But as regards any saving which the deletions the Chamber had suggested, the Company stated that they would certainly not justify a reduction of the subscription to Rs. 300. Mr. Williams, however, forwarded the Chamber's letter to the Company's Managing Director in London for his consideration.

On 5th May the Committee, in again addressing Reuter's representative, expressed regret that their recommendations did not appear to him to justify a reduction in charge to the extent indicated in the Chamber's former communication. The Committee, however, asked the Company to submit for their consideration a scheme for a modified service which could, with due regard to the interests of the Port, be worked within the limit of the reduced subscription that had been suggested.

At a later date, the Committee received a long letter from Reuter's Telegram Company, conveying the views of their management in London on the subject of the Chamber's proposals. In this communication it was stated that while it was possible to omit altogether two or three of the items the Chamber was in favour of suppressing, they did not think that the balance could be withdrawn without raising

strong complaints from subscribers in other centres than Bombay. The letter added: "No doubt the Bombay subscribers may retort that they do not want to pay for what interests other Ports, but against this we would point out it is precisely the pecuniary support afforded by the subscriptions from these other centres that enables us to give the Bombay subscribers so much larger a service than their contributions would themselves admit of." The full text of the letter will be found in the Appendix.

Copies of the correspondence were subsequently forwarded to the Bengal, Madras and Karachi Chambers of Commerce with the view of ascertaining how far the items the Bombay Chamber desired omitted were valued by other subscribers. The Chambers were also asked to favour the Committee with their opinion on the points raised in the correspondence, so that, if considered advisable, a joint representation might be made to Reuter's Telegram Company with a view to bringing the subscription into line with the reduced cost of telegraphing. The Committee added that in recommending the omission of certain items which were presumably supplied to all subscribers such as quotations for Iron and Steel, German Sugar, etc., they were of opinion that the prices telegraphed were not sufficiently accurate to be of any use, and that so far as actual business was concerned the information was valueless. Further, that it was considered desirable by the members of the Bombay Chamber to revert more or less to the items telegraphed before the increased service was inaugurated, and that if it should be found that this was the wish of subscribers generally throughout India it was hoped that the Company might see their way to meet the wishes of their clients rather than create possible competition.

The Madras Chamber replied that it was satisfied with the list of quotations hitherto supplied by Reuter and did not con-

sider it would be desirable to curtail it, but that it would be glad to join in a representation with a view to endeavouring to obtain some reduction in the subscription without such curtailment.

The Karachi Chamber were in accord with the Committee's views with certain exceptions.

The Bengal Chamber did not feel in a position to recommend a list of items to be eliminated, as the telegrams were supplied to a very large constituency, including firms who were not members of the Chamber, and that body might easily make recommendations which might be repudiated by others. Looking through the list of items telegraphed to Calcutta, the Bengal Chamber inclined to think that as most of them were more or less of interest to different sections of the mercantile community in Calcutta, it would be difficult to make such recommendations as suggested. They further considered the matter was more one to be taken up by subscribers generally.

In view of the above opinions the Committee decided not to take further action unless greater unanimity and joint action could be secured. (*Appendix* H-3.)

NEW MAIL CONTRACT.

(See *Chamber's Report*, 1903, *pp.* 109, 550.)

The **present contract** with the P. & O. S. N. Company for the carriage of the Overland Mails has been **extended for three years** from the 1st February 1905. Under the new Agreement the present arrangement with the Company will be continued up to 31st January 1908, but power is reserved to the Postmaster-General to extend the period to either five or seven years, *i.e.*, until either the 31st January 1910 or the 31st January 1912.

The changes are :—

(1) An **acceleration** of the services **by 24 hours each way** (subject to an extension of the South-West Monsoon allowance from 24 hours to 36).

Note.—The scheduled hour of arrival will be 2 o'clock on Friday : Saturday will remain the day for the despatch of the mails. One great advantage will be that the incoming and outgoing mail steamers will not arrive and leave on the same day, as they now do at Bombay for about 28 Saturdays in the year.

(2) An **increase in the yearly subsidy** from £330,000 to £340,000, the latter sum being, however, subject to reduction to £330,000 or £315,000, with retrospective effect for the whole period, in the event of the extension of the Contract to five or seven years respectively.

(3) The Company reserves to itself **liberty to abandon the Australian section** of the Service in certain circumstances, and provision is made for a reduction of the subsidy in such an event.

The contract was signed on the 25th July 1904, and it is reproduced in the Appendix for future reference, together with a copy of the Report of the Inter-Departmental (Parliamentary) Committee appointed on 21st May 1903, to consider the best means of providing for the conveyance of the mails to and from the East and Australasia on the expiration of the existing contracts with the P. & O. S. N. Company. (*Appendix* I-1.)

MARINE SURVEYORS.

Communications were addressed to the Committee in the middle of the year, representing that considerable dissatis-

faction had been caused by some recent awards by Marine Surveyors working in Bombay with respect to alleged damage to imported goods, from which awards there appeared to be no appeal owing to the fact that the Surveyors were not under the control of any authority.

The Committee considered that this state of dissatisfaction was as undesirable as it was unusual, and they were of opinion that it would be to the interest of all parties concerned that only such Marine Surveyors should be employed by Shipowners, Merchants and Underwriters as were registered by some such body as the Bombay Chamber of Commerce to whom there should be a right of appeal against their awards.

In view of the importance of the question, the Committee appointed the following members as a **Special Committee** to consider it :—The Chairman, Mr. Marshall Reid, C.I.E., Mr. E. Scarpa, Mr. Alex. M. Tod and Mr. H. F. Wagstaff.

In accordance with the recommendations of this Special Committee the Chamber addressed the Bombay Underwriters' Association on 2nd June 1904.

In doing so, the Chamber stated that no reflection on the integrity, ability or experience of the Marine Surveyors was implied by the Committee's proposals, but they felt that Marine Surveyors were called upon to assess the measure of damages in such a large variety of goods and this work demanded an intimate and expert knowledge of so large a number of markets, that it could not be a matter of surprise if their estimates were at times rather wide of the mark. The Committee therefore felt no hesitation in asking the Underwriters and Shipowners to co-operate with them in their proposals which for the present the Committee wished to enforce only **in respect of Imports** into Bombay.

It was explained that on arrival of goods in Bombay, importers or their buyers put forward their claims for damage, and the damage was either admitted and assessed by the Marine Surveyors on behalf of the steamer, or the claim was referred back to the party concerned as being one for which the steamer was not responsible.

The matter, the Committee stated, was then dealt with either as between the merchant and his buyer, or as between the merchant and the Underwriters as the case may be, and the Surveyor in these cases might either be Marine Surveyors or merchants, in accordance with the terms of the contract between buyer and seller in the first case, and in accordance with the direction of the Underwriters in the second case. In the opinion of the Committee it was most desirable that damaged goods should be so dealt with as to ensure the greatest possible measure of justice and satisfaction to all parties concerned, and that any party, either Merchant, Shipowner or Underwriter, who considered himself aggrieved, should have an opportunity of appealing from a decision which he honestly believed to be inequitable.

The proposals which the Committee accordingly made to the Underwriters and Shipowners and to the Members of the Chamber were roughly as follows :—

(1) That Underwriters and Shipowners should instruct their representatives in Bombay not to employ in connection with the survey of alleged damage to **imported** goods any Marine Surveyor who is not on the register of the Chamber of Commerce.

(2) That from all awards of one or more Marine Surveyors, there should be a right of appeal by either party to the Chamber of Commerce.

(3) That the party appealing should pay a fee of Rs. 20 to the Chamber of Commerce as Umpire's

fee, which fee would only be returned to them in the event of the appeal being sustained and the fee recovered from the other party. All parties to this arrangement to agree to pay the fee in the event of an appeal being decided against them.

In submitting the above proposals to the Bombay Underwriters' Association, the Committee stated that they had no wish to interfere in any way with the freedom of the Marine Surveyors, their sole object being to protect the various parties interested against possible errors of judgment on the part of Marine Surveyors.

The Committee were of opinion that in practice comparatively few appeals were likely to be made to the Chamber, as Merchants or others were not likely to be anxious to pay fees excepting in cases of importance and they did not anticipate any difficulty in carrying out the proposed scheme without friction.

In the reply received, under date 29th July 1904, the **Underwriters' Association** stated their Committee were quite in favour of the employment of Surveyors registered by the Chamber, and they did not doubt that the members of the Association would be ready to fall in with the Chamber's suggestion. At the same time the Association did not see how it would be possible to compel consignees to accept an appeal to the Chamber, and on this point they considered that the scheme was rather impracticable, but that they would be glad to support the Chamber in any practicable solution of the difficulty and would consider any *further proposals* from the Chamber on *this point.*

In the reply given, under date 8th September, the Committee stated that the difficulty referred to by the Under-

writers' Association would be met by the addition of clause on the following lines in all Home Policies :—

> "All surveys on damaged goods insured under this Policy shall be held under the Rules of the Bombay Chamber of Commerce."

This clause, the Committee pointed out, would not prevent claims being settled privately as they so often are by the Agents of the Underwriters and would not interfere in any way with existing procedure, excepting that in the event of a Marine Surveyor being employed, he should be one of those on the register of the Chamber, and there should be a right of appeal from his decision to the Committee of the Chamber; as the suggestion was made by merchants for the protection of their trade generally and as this protection is arrived at through the protection of the interests of the Underwriters, the Committee thought it should be very welcome to the Underwriters.

That there is a distinct necessity for some such system for the protection of the interests of the Port is evident from the fact that at the time of writing Underwriters had declined to insure metal sheets "with average" excepting at prohibitive rates, and a short time previously as much as 1 per cent. extra premium was asked for insuring sugar "with average," while it was understood that some Underwriters had declined the risk altogether.

The question was subsequently referred by the Association to the **Underwriting Institutes in London, Liverpool and Glasgow** for an expression of their views as to the feasibility of adoption of the Chamber's suggestions, and the Chamber also addressed these bodies asking for their co-operation in the matter.

Under date 9th December 1904, the Chamber received a letter from the **Institute of London Underwriters** in which

it was stated that, while the Association was in sympathy with the idea of registration of Surveyors by a competent body, as tending to secure that efficient and trustworthy men would be available to parties interested, they were unwilling to approve of any proposal which might place a limit upon the discretion of the latter in the settlement of any questions that might arise upon the reports or action of Surveyors—therefore they found themselves unable to support a scheme which would constitute the Bombay Chamber of Commerce or other body the inevitable arbiters.

In view of the above reply, the Committee decided **not to proceed further** in the matter; but the question has recently been raised afresh by the Underwriters' Association. (*Appendix* J-1.)

INDIAN STEAMSHIPS ACT, 1884.

(See *Reports*, 1901, *pp.* 67 *&* 351; 1902, *p.* 62.)

A notification containing certain amendments of the rules previously published by Government under the above Act was issued on 1st June, and had reference to the provisions regarding the granting of certificates of competency to Engineers of sea-going steamships.

This was also communicated to members interested in shipping.

PORT OF ADEN.

DEEPENING OF INNER HARBOUR.

DREDGERS.

(See *Reports*, 1902, *p.* 54; 1903, *pp.* 124 & 593.)

It will be remembered that in December 1903 the Chamber were invited by the Aden Chamber of Commerce to support a proposal made by that body to the Government of Bombay for the procuration of certain dredgers said to be available at

Gibraltar and their employment in the deepening of the Harbour at Aden. The Committee, as recorded in last year's report, commended this proposal to the favourable consideration of Government on the assumption that the statement made as to the availability of the dredgers in question was correct. On the 30th December 1903, the **Bengal Chamber** of Commerce informed your Committee that they had received from Aden a copy of that body's letter to Government, and would be glad to know whether the Bombay Chamber had proposed to support the proposal therein made. Your Committee forwarded a copy of the communication they had made to Government in the matter and were shortly afterwards favoured by the Bengal Chamber with a copy of a letter addressed by them to the Government of Bengal endorsing the arguments and proposals of the Aden Chamber. (*Appendix* **K 1.**)

RED SEA LIGHTS.

(See *Chamber's Reports* 1899, 1900, 1901, 1902, 1903.)

On 23rd January 1904 the Bombay Government informed the Chamber that information had been received by the Government of India, from the Embassy at Constantinople, to the effect that the "Iradé" authorising the lighting of the new lights in the Red Sea had been issued, and that the Sub-Director of the Light-house Administration had been instructed to make arrangements for the lighting of the lights with effect from the 25th of December 1903.

Information had also been received from the Port Officer, Aden, dated 11th October 1903, that a new fixed white light would be exhibited on Balfe Point, Perim Island, in the same position as the old one. Also that the light would be elevated 46 feet above high water and be visible in clear weather from a distance of 10 miles. The light, which is a Petroleum lamp, 4th order Dioptric Port Light, will be shown from a conical

masonry pillar, 23 feet high, the height of the building from the base to ram being 31 feet. These lights are now working.

PROPOSED CANAL THROUGH THE ISLAND OF RAMESWARAM.

In October 1904 the Chamber was addressed by the Government of Madras with reference to the proposal to cut a canal through the Island of Rameswaram, which lies in the straits between India and Ceylon, and the Committee were specially requested to furnish that Government with information regarding the total tonnage of vessels from Bombay, which would be likely to use the canal, in the event of its being given one or other of several hypothetical depths stated. The papers were in due course circulated among the shipping members of the Chamber, but information on the particular point asked for was not forthcoming.

In addressing the Madras Government on the 19th January, the Committee stated that it was found impossible to give more than a very vague estimate of tonnage on the lines suggested, and into such an estimate the following considerations entered :—

(*a*) The saving in distance, and therefore in time, to be effected by use of the Canal. It was understood that the saving in distance would be about 200 miles on the voyage to Calcutta and 135 miles on that to Burma.

(*b*) The amount of expenses to be incurred by use of the Canal. It is believed that, in addition to ordinary dues representing interest on the cost of the Canal itself, there would also be pilotage and charges for the erection and maintenance of the several costly lights that would have to be established in dangerous approaches.

(*c*) The width of the Canal and the degree of risk involved in the transit.

(*d*) The regulations to be in force as to speed, stoppages for pilot, &c., passing of other steamers, tying up, and so on. On these depended the probability of delay.

The Committee stated that the Shipping Companies in Bombay had been consulted, but the total tonnage to which such a Canal might offer facilities was unknown. It appeared however that in 1904 the clearances from Bombay for Calcutta and Rangoon were 284 steamers, most of which arrived either from Calcutta or Burma. The Committee were advised that if the total detention in the Canal did not exceed three hours, and if therefore the saving in time effected should amount to half a day; if moreover the attendant risk was really trivial, and if the total cost in dues, &c., did not exceed Rs. 150 per steamer, there was a probability that about 50 per cent. of the above mentioned steamers would use the Canal; but if the total charges should amount to Rs. 300 or more per steamer, none would use it.

The net issue of the enquiry appeared to be that the financial success of the project would be very far from assured, and that unless it could be shown that there were other factors not known to the Chamber or to persons engaged in the shipping trade, the Committee believed it would be unwise to embark on the enterprise. (*Appendix* K 2.)

SHIPPING.

Running Agreements between Masters and Seamen of Foreign-going Vessels.

(*Reference : Report*, 1903, *pp.* 125, 599.)

It will be remembered that, in 1903, the Bombay Government consulted the Chamber with regard to the practice, which then prevailed in the Bombay Shipping Office, of

drawing up Running Agreements between Masters and Seamen of Foreign going-vessels, terminable six months subsequent to the date of Agreement. This practice was contrary to Section 23 of Act I of 1859, which prescribes that no such agreements shall extend beyond the next following 30th day of June or 31st day of December or the first arrival of the ship at her port of destination in India after such date.

The Bombay Government had before them, at the time, a proposal to bring the practice referred to into **conformity with the law**; and the opinion of the Chamber was invited as to whether much practical inconvenience would result from the strict enforcement of the Section in question.

The Chamber in its letter to Government, dated 6th November 1903, expressed the opinion that the enforcement of a law making all such agreements terminable on the 30th June or 31st December **would entail much inconvenience** and additional expense ; and suggested that Government should amend the law in such a manner as to regularise the practice previously followed.

No reply to this representation was received, but in the early part of the year 1904 the attention of the Chamber was called to a **notification** issued by the Shipping Master to the effect that under instructions from Government "no running Agreements for Foreign-going ships will be made to extend beyond the next following 30th June or 31st December in terms of Section XXIII of Act I of 1859."

It was represented to the Chamber by the Shipping Companies immediately concerned that at the time when Act I of 1859 was passed the conditions were entirely different from those at present existing. The Suez Canal was not in existence ; no Lascars sailed West of Suez, and it was clear that the Act in question was intended mainly for application to the coasting trade of India.

The matter therefore called for further consideration. The Chamber accordingly **again addressed Government** on 24th March 1904. In doing so, they stated that if the practical inconvenience was to be disregarded by Government they failed to understand why they should have been invited to express an opinion on the subject, or why in the face of so clear a statement that the inconvenience would be great, Government should proceed to enforce the Act without even intimating the grounds for their decision. The Chamber accordingly expressed the hope that H. E. the Governor would be pleased to allow the former practice to continue until such time as those immediately concerned had been placed in possession of Government's reasons for the proposed change and were able to submit their views for further consideration.

The **reply from Government** was received on the 11th April 1904. It was therein stated that prior to 1894, the provisions of the Act were complied with in Bombay, as they no doubt had been and were complied with throughout India. To regularise the practice adopted at this Port **legislation was necessary**; but the Government of India, with whom it rested to legislate, had intimated that the revision of the Act had been **indefinitely postponed.** Government stated that even if an amendment of the law in the sense suggested by the Chamber was determined upon, it would take a considerable time to be effected and that in the meantime, His Excellency the Governor in Council, while much regretting the practical inconvenience which would result, could not permit a practice to continue in Bombay which was unauthorised and in contravention of the provisions of the law. Government at the same time stated that if the Chamber saw fit to submit a further representation, they ought to state in detail the arguments in favour of the practice referred to. The Chamber was also reminded by Government that the existing law (Section 115 (5 and 6) of the Merchant

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Shipping Act, 1894), in England was the same as that which they desired to see amended, and that to justify a special provision for Bombay it would seem necessary to show that there were local circumstances which caused special practical inconvenience to result from the enforcement of the general law.

On receipt of the above reply, the Committee placed themselves in communication with the Shipping Companies which had previously brought the matter to notice; and, as a result of their enquiries, they **addressed the Government again** at great length under date 15th June 1904.

In the first place the Committee pointed out that the steamers of the P. and O. S. N. Company employed on the local services, that is the Aden and China lines, usually carry large native crews consisting of firemen, lascars and Goanese; and a more or less regular employment is thereby given to a very large number of British subjects in this country. It might not be generally known, but it was none the less true, that the majority of the native crews were members of Guilds or Clubs, the executive officers of which had considerable power over the men. This was particularly the case as regards the Goanese members of a crew who were more or less in the hands of the executive of a Portuguese Club in Bombay—an Institution which appeared to have an extraordinary hold over its members and the joining of which was practically compulsory. "These Clubs or Unions," the Chamber continued, "greatly facilitate strikes as is the case in many parts of Europe, and the fact of having a large number of Native Seamen adrift in an important Port like Bombay at one time, was, the Chamber submitted, in itself an incentive to strikes and other troubles. Apart from this, the **paying off of all crews** at practically two given times of the year renders it extremely difficult to procure efficient seamen required for vessels sailing at those times, as

Lascars usually like to go to their country to spend their wages, and owing to the increased demand for these men suitable hands become extremely scarce. Beyond an occasional temporary strike of Goanese, steamer companies in Bombay have not had much trouble from Native crews in the past, but the consequences of a strike would be so serious in completely paralysing trade in all its branches that the Committee considered it was incumbent on Government to so frame their Act that such a contingency may be reduced to a minimum. This in itself should be a sufficient reason for Government to enact a Bill whereby the running Agreements do not all expire at two stated times of the year, turning adrift a large number of Native seamen with their wages in their pockets, who consequently assume an air of temporary independence.

It might be argued that the existing **law in England** was the same as that which the Committee were desirous of seeing amended; but the Committee submitted, apart from the fact that the conditions in England and in India were not identical, that the English Act was found to be **impracticable** in its application so far at least as the P. and O. Mail steamers were concerned; and the Board of Trade accordingly sanctioned the extension of all Articles, in connection with that Company's vessels sailing from English Ports, for a period not exceeding 12 months. All the P. and O. crews therefore sign on English Articles for the latter period to date from day of signing the Articles.

The effect of the altered arrangements for the signing on of ship's crews was, at the time of addressing Government, beginning to be felt, and the Chamber cited the case of the B. I. S. N. Company's S. S. "Henzada"—the Native seamen of which steamer were unwilling to proceed to the Persian Gulf in the month of July—as illustrating the inconvenience

which Shipping Agents were being put to. The Chamber further submitted that the question of expense was also worthy of consideration. Steamers sailing on short voyages in June or December and returning in 2 or 3 months time or less as numbers do, would have to sign on two crews in a very short space of time and thus be compelled to pay Shipping Office fees and Brokers' commission twice over. This, the Committee submitted, was in itself unfair and puts steamship companies to considerable and unnecessary expense. The six-monthly running Agreements from date of signing on impose no hardship whatever on the men; on the contrary the Committee were informed that seamen would favour such an arrangement. The Shipping Office may possibly be able to work with a slightly reduced staff if Agreements all fall in at certain stated times of the year, but it should be borne in mind that a system which was practicable a decade ago and one which has worked continuously in Calcutta since the passing of the Act in 1859 need not necessarily be the most suitable for present day requirements, when the conditions in Bombay are utterly changed, the number of suitable seamen not to any appreciable extent increased, and the demand for Native crews has grown considerably.

The Committee accordingly requested that the whole question might be reconsidered in the light of the additional information placed before Government, pointing out at the same time that an extended strike in the Port of Bombay would completely disorganise trade and be a serious inconvenience to the country generally.

In acknowledging receipt of this further representation, the Government of Bombay, under date 1st August 1904, stated that the Chamber's views had been communicated to the Government of India; but no final orders had been passed on the subject up to the time of compiling this Report. (*Appendix* L 1.)

NATIVE SEAMEN.

ARE EURASIANS AND NATIVES OF ADEN "NATIVES OF INDIA?"

On the 20th February 1904, the Government of Bombay forwarded to the Chamber, in pursuance of instructions from the Government of India, certain papers in which a question was raised as to whether **Eurasians** engaged by vessels in the ports of British India and Arab seamen belonging to Aden were "Natives of India" within the meaning and for the purposes of Sections 125 and 185 of the Merchant Shipping Act, 1894.

It appeared from a despatch from the Secretary of State to the Government of India, dated 20th November 1903, that numerous applications for the relief and **repatriation** of destitute Indian seamen had recently been made to the India Office. The applicants had in many cases been persons commonly called East Indians or **Eurasians** of Indian birth, who, having been engaged in Indian or other Eastern ports, not under the special agreements which make the employer liable for their return to their native country, but under the ordinary articles to British sailors, had been discharged in the United Kingdom or at Foreign ports. When discharged at Foreign ports they had been sent to the United Kingdom by British Consuls, or by the owners of the ships from which they had been discharged, or they had found their way to a British port by working their passage or by paying for it.

There had also been several cases in which **Arabs**, born at Aden, had been engaged under European Articles and discharged in the United Kingdom or on the Continent, and when destitute had necessarily been helped by the India Office.

Full particulars of various cases, and of correspondence with diverse authorities, issuing from these cases, were given in the accompaniments to the Despatch.

The **Board of Trade** had suggested that the opinion of the Law Officers of the Crown should be taken as to the extent of the term "Native of India" in Sections 125 and 185 of the Merchant Shipping Act; and while the Secretary of State was prepared to act on this suggestion, he had thought it well in the first place to obtain the views of the Government of India as to the **expediency** of securing the application of the said Sections to persons commonly designated East Indians or Eurasians of mixed race, or to other classes of persons having their homes in India.

This question of expediency was really the one referred to the Committee.

The Government of India had no hesitation in deciding that Arabs, Natives of Aden, were "Natives of India" for the purposes of Sections 125 and 185.

The papers were circulated to the various Shipping Companies for opinion and after consideration of the rather divergent views expressed in reply, the Committee, on the 17th March, addressed Government to the effect that "difficulties and misunderstandings would be abated if for the purposes of the Act all persons born in India and having their permanent home in India were held to be Natives of India, seeing that the main purpose of the measure in question was to prevent the discharge of destitute Indian seamen in European Ports." (*Appendix* L 2.)

LASCAR CREWS.

Revised Scale of Provisions.

(See *Report* 1903, p. 125.)

The Report for 1903 contained a reference to the revised scale of provisions for lascar crews instituted by Government

in May of that year ; but, through an oversight, no mention was then made of the fact that the Notification on the subject was invoked by one which appeared in the *Bombay Government Gazette* of 29th October 1903, page 1377.

INDIAN PORTS ACT, 1901.

Sanitary.

Amendment of Rule.

From the Bombay Government the Chamber received in September 1904, a copy of a Notification respecting the proposed amendment of rule 2 of the Rules under the Indian Ports Act, 1901. This amendment was as follows:—

> "In the absence of a Pilot or other boarding officer, or if the vessel be at anchor within the Port limits, when such death occurs or such disease first breaks out, the master of every vessel shall hoist during the day the signal aforementioned, and during the night three white lights in vertical line, one over the other, not less than three feet apart, placed irrespective of any particular mast, and the Port Officer or Officer in Charge of the Custom House, as the case may be, shall in like manner give notice of the signal to the Port Health Officer."

The above Notification was in due course circulated for the information of the shipping members of the Chamber.

LAY DAYS.

Sundays & Charter-Party Holidays under Shipping Order from a Charterer.

In the month of March a member of the Chamber enquired whether Sundays and Charter-Party Holidays were counted as Lay Days under a shipping order from a Charterer.

In further explanation of their enquiry the firm stated the following case :—

> Assuming that freight is engaged from Charterers or from Steamers' Agents, for a particular shipment with **three days' notice for completing** same, and that of the three days **one or more days are Charter-Party Holidays (or a Sunday)** is the firm entitled to ask for three clear working days or must they complete the cargo in three *running* days, including Sundays and Charter-Party holidays? For April shipment, it was stated that the firm must have three clear days in that month. If, therefore, a steamer was declared on the 31st March—the 1st April, Good Friday, being a Charter-Party holiday and the 3rd April, a Sunday—was the firm entitled to claim time till the 5th April, or were they bound to complete the cargo on Saturday, the 2nd?

In the circumstances stated by the firm, the **Committee were of opinion** that if the three days' notice for completing April shipment were given on 31st March—and in view of the fact that Friday, 1st April, was a Charter-Party holiday, and the 3rd April a Sunday—the firm was entitled to complete the cargo up to the 5th April. The opinion of the Chamber therefore was that **three days' notice from Charterers** for completing export cargo under shipping order **should not include Sundays and Charter-Party holidays**; and in communicating the above decision to members, by circular, dated 7th April 1904, the Committee stated that they proposed making a ruling to this effect.

Representations were subsequently made to the Chamber to the effect that the recognised custom of the Port with regard to lay days under a shipping order had hitherto been that such lay days were understood to be "running days" and not "working days;" and, in support of this, opinions

were cited from leading firms in Bombay interested in shipping. It was, however, felt that a **clear ruling** on the point was desirable, and, the majority of the Committee agreeing with this view, it was resolved to submit the following resolution for consideration at **a general meeting of members** :—

"That unless otherwise expressly agreed between the parties, Sundays and Charter-Party Holidays shall not be deemed to be included in the days of Notice given for completing the delivery alongside of export cargo under a shipping order."

On subsequent reconsideration of the matter, and in view of opinions elicited at a special general meeting convened for 19th October, referred to under the head of TONNAGE SCALE, the Committee **decided not to bring forward the resolution** in question. They felt that the complaint they had received was possibly and probably an isolated one, and they were sure that no member of the Chamber desired to obtain any unreasonable advantage over another member. At the General Meeting referred to, reference was made by the Chairman to the matter, and it was added that should the Chamber receive any further complaints the Committee would, of course, take the question into consideration again and place some proposal before the members at a subsequent meeting.

LAY DAYS AND LOADING IN BOMBAY DOCKS.

PROPOSAL TO REDUCE THE NUMBER OF LAY DAYS ALLOWED OR TO INCREASE THE MINIMUM DAILY SHIPMENTS.

Clause 14 of the Bye-laws of the Bombay Port Trust for the regulation and management of the Docks provides that:—

"Should a vessel in three weather working days load less "than 500 tons she will be liable to have to give up her berth "to a working vessel."

Number 14 of the same Bye-laws lays it down that:—

"Should a vessel in eight days load less than 2,000 tons "she will be liable to be ordered out of Dock."

In the first days of the year under review, a letter was received from certain members in which it was contended that these provisions were not sufficiently stringent for modern conditions, that in the presence of the great expansion now apparent in Bombay's trade much inconvenience already resulted and greater inconvenience was to be expected from so inadequate a rate of shipment, and that the minimum number of tons prescribed by the two sections alluded to should be increased to 1,500 and 4,000 tons respectively, which would entail a proportionate reduction in the number of lay days to be allowed under Charter-Parties.

The importance of the matter was fully recognised by the Committee, who accordingly appointed a Special Committee to deal with it; and this Special Committee at once applied to the Port Trust for certain returns which would show the average rate of shipment actually attained by vessels in the Docks.

The Port Trust duly furnished on the 17th February a return showing the vessels which loaded cargo in the Prince's and Victoria Docks during the year 1903, exclusive of regular liners, which discharged and loaded full cargoes.

A change of Committee had taken place in the interval. A new Special Committee was therefore appointed. It was shown that the figures related to the loading of 155 steamers; that these steamers had loaded 9,76,451 tons in a total of 1,532 ship-days; that the average number of days occupied by ships in loading was 9·88 and that the average daily shipment per ship was 660·36 tons. It further appeared that in the case of 35 steamers the average rate of loading fell below 500 tons per diem; and from this it was argued by certain members that the rate of loading in the early days (when

it is notoriously slower than towards the close of the lay days) must have fallen short of the quantity prescribed under bye-law 13. Other members felt that it would be unreasonable to recommend or to appear to imply that the day's shipment must in no case fall short of 500 tons. It was agreed that before making any definite proposition in the matter, it was desirable to have further returns of loading; and the Port Trust was therefore asked to furnish in due course figures for the quarters ending 31st March and 30th June 1904 respectively.

The figures for the first of these two quarters related to a total of 50 steamers which had averaged 638·58 tons per diem; but among these there were three ships (all under the same agency) which averaged only 374 tons, 298 tons, and 334 tons respectively, and special returns regarding these ships were called for and kindly supplied. The Committee desire to acknowledge the trouble taken by the Port Trust to furnish all particulars desired.

The returns for the quarter ending 30th June were duly received and carefully examined. In these, the figures for the Victoria Dock and for the Prince's Dock were shown separately. Those for Victoria Dock related to 56 ships which had averaged 659·252 tons per diem. Those for Prince's Dock related to 43 ships which had averaged 584·45 tons per diem. The average rate over the 99 ships was 624·55 tons per diem. In all these returns the overside shipment was comprised along with that from shore or quay, and regular liners which discharged and took full cargoes were excluded.

The Committee did not feel that the figures justified any specific proposal of the nature that had been suggested to them. They accordingly directed that the papers be recorded and that the Port Trust be thanked for the trouble at which they had been in the matter.

SHIPPING.

Poops, Peaks, Shelter-decks, &c.—Stowage of Cargo in.

(See *Report* 1903, *pp.* 117, 909.)

It will be remembered that at the Annual General Meeting of the Chamber held on 17th February 1904, the following Ruling was adopted :—

> "In case of vessels holding a certificate from Lloyd's Surveyor or another recognised Marine Surveyor that the Peak, Poop, Bridge-deck, Shelter-deck and/or Awning-deck of such vessels is/are fit to carry dry and perishable cargo, without damage to the description of cargo they may have to ship, and provided always that at time of chartering or of the issue of shipping order, as the case may be, no express arrangement has been made to the effect that cargo is not to be stowed in such spaces, such spaces shall be regarded as part of the ordinary stowing space of the vessel, and charterers under a charter and/or shippers under a shipping order shall be bound to supply cargo to load in such spaces, and owners shall be bound to place such spaces at the disposal of charterers and/or shippers for the stowage of cargo therein, and freight in respect of cargo so stowed shall, unless otherwise specially arranged between the contracting parties, be payable at the full ordinary rate contracted for under the charter or shipping order, as the case may be."

On the 26th of May the Secretaries of the Bombay Underwriters' Association addressed the Chamber on the subject of this new Rule, pointing out that their Committee had been in communication with the various **Underwriting Institutes in England** and that they could not concur in any resolution of the Chamber which would have the effect of modifying the legal obligation under an Insurance Policy to ship in spaces legally recognised as "under deck." It was added that

unless there are express stipulations in the Policy to the contrary the policy covers only cargo shipped "under deck" and that the legal obligation of the assured cannot be modified in any way by the ruling passed by the Chamber of Commerce. The Association added that they would communicate this decision to all members of the Association in Bombay and also forward copies to the Institutes of Underwriters in London, Liverpool and Glasgow to enable them to take any steps they might consider necessary on their side to protect the interests of Underwriters.

In view of the terms of this communication the Committee **decided to suspend the ruling** in question pending further consideration of the matter; and intimation to this effect was given to members by Circular, dated 31st May 1904.

At a **Special General Meeting** of the members of the Chamber held on 19th October 1904, a formal Resolution was passed **rescinding the above Rule.**

In placing the Resolution before the meeting the Chairman explained that the Committee felt that unless the Ruling were rescinded altogether it would place shippers in an impossible position. If shippers were compelled to ship in the places mentioned and any difficulty arose with the Insurance Companies, it was the shippers who would have to go to law with them. It seemed to the Committee, therefore, that it was a matter which must first be settled by the Shipowners and Underwriters.

The Ruling was accordingly cancelled. (*Appendix* **O-1.**)

MANGANESE ORE.

Rates of Freight.

In the early part of the year the Chamber received an enquiry from one of the local railways as to the comparative

rates of freight for the conveyance of Manganese ore from Bombay and Calcutta to European Ports, the impression being that the charge from the latter Port was actually cheaper than from Bombay.

Enquiries made by the Committee showed that up to January 1904 no full cargoes of ore had been shipped from Calcutta, but that parcels varying from 500 to 1,000 tons had been taken by the P. & O. and other steamers to Antwerp, Middlesborough and Liverpool at 12*s.* 6*d.* per ton. It was stated that steamers sailing from Calcutta liked to take these small parcels of ore, because it enabled them to carry a better cargo, their cargoes being for the most part composed of light goods, such as tea. The Committee's informants did not, however, think there was any likelihood of full cargoes being shipped from Calcutta at cheaper rates than from Bombay. In Bombay most of the ore had been shipped in full cargoes, the rates being between 15*s.* and 16*s.* per ton. A few parcels of 1,000 to 2,000 tons had been taken by other steamers at 14*s.* 6*d.* and 15*s.*

SHIPMENT.

Later in the year an enquiry was received from a member of the Chamber as to the **Custom of the Port** in regard to the loading of cargoes of Manganese ore, that is to say, whether the shipper or the steamer paid the **loading charges.**

The Committee understood that it was usual for steamers to pay such charges, but they were not in a position to state definitely as to whether it was the recognised custom of the Port.

A reply was accordingly sent to the writers in the above sense. (*Appendix* O-2.)

DOCK EXTENSION SCHEME.

BULK OIL INSTALLATIONS.

(See *Reports for* 1896, *pp.* 114, 499; 1903, *pp.* 142, 626.)

In July 1903 the Committee of the Chamber in addressing the Government of Bombay on the subject of the financial concessions desired by the Bombay Port Trust in connection with the Dock Extension Scheme, took occasion to intimate that they reserved their opinion regarding the contiguity of the Bulk Oil Installations with the Docks.

During the twelve months covered by this Report, the question has on more than one occasion engaged the attention of the Chamber.

Addressing the Port Trust, on 14th January 1904, the Committee enquired whether any decision had been come to by the Board as to the maintenance of the Installations in their present situation.

To this a reply was received on 18th idem to the effect that the opinions of the **English Experts** consulted had been received and were under the consideration of the Board, but that it was not proposed to come to an immediate decision on the point, as the present conditions were not affected. It was added, that the Dutch Company had been given notice that the site leased to them would be resumed within a year, and that their application for a fresh site in the same neighbourhood had been refused.

Replying on the 22nd January, the Committee asked to be favoured with a copy of the Experts' opinion referred to, as they **felt strongly that the Oil Installations at Mody Bay ought not to remain in their present position when the new Docks are completed.**

On 30th March the Trustees forwarded to the Chamber copies of the printed correspondence relative to this matter.

On 18th April a further communication was received from the Trust giving cover to a copy of the **Report by the Docks Committee,** dated 30th March 1904, regarding the location of the Bulk Oil Installations, with an intimation that its recommendations were unanimously approved at a meeting of the Board held on the 12th idem, and that the necessary action had since been taken.

This Report reads as follows :—

" *Report on the location of the Bulk Oil Installations with reference to the site of the new Docks.*

Government of India, Home Dept. No. 942 of 22nd May 1903.

The Committee have carefully considered the question of the possible danger from the presence of these installations in proximity to the new Docks with reference to the Government rules and the opinions of the experts who have been specially consulted by the Board which have been printed and circulated to the Trustees.

2. The Government rules are very definite as to the precautions to be adopted and the distances to be preserved to secure the safety of protected works which include docks, wharves and other petroleum stores.

3. The opinions of the experts, who have been supplied with complete data, are also very definite. His Majesty's Chief Inspector of Explosives (Captain J. H. Thomson) considers both installations are very efficiently protected against outflow and that if a screen wall is erected on the outer enclosure wall in the case of both installations on the side facing the Dock and extended so as to protect any buildings outside the enclosure which are at a less distance than 100 feet from the tanks, there is no necessity for the removal of the installations on account of the extension of the Dock. Mr. Boverton Redwood fully concurs in this opinion which is further endorsed by the Trustees' Consulting Engineers, Messrs. Sir J. Wolfe and Mr. A. J. Barry.

4. Under the Chairman's instructions a plan has been pre- No. 5954. pared showing the alterations necessary in the No. 6 Shell Co.'s Installation to make room for the new Docks preserving the prescribed distances and showing also the screen walls which the experts recommend and with the two tanks to be removed countersunk 8 feet below ground-level. A large scale model showing the Installation as thus re-arranged has also been prepared.

5. It may be noted with reference to this plan that it would probably be better to place the screen wall on the Dock enclosure wall rather further from the tanks instead of on the outer enclosure wall of the Installation.

6. As thus re-arranged there are, so to speak, three lines of defence against the outflow of oil in case of fire, namely, the walls of the cisterns or moats containing the tanks, the compound or enclosure wall of the installation and the Docks enclosure walls. The screen walls are an effectual protection to the shipping and buildings in the Docks and the distances are—

From nearest tank to edge of Dry Dock	168 feet.
„ „ „ „ „ Wet „	367 „
„ „ „ to nearest dock shed	207 „
„ tank for liquid fuel to nearest private building (to be protected by screen)	70 „

as compared with 100 feet the minimum laid down in the Government rules and 150 feet suggested by Captain Thomson in the case of shipping.

7. The Committee with one dissentient (Mr. Procter) are of opinion that having regard to the very definite opinions recorded by the experts there is no occasion to require the removal of this Installation if re-arranged and further protected in the manner proposed.

8. But the Committee do not think that it is necessary that the Board should come to an immediate decision on the

general question. The new Docks will take probably six years in construction and until they are ready the present Installations may remain, being " very efficiently protected against outflow" (Captain Thomson's report), and consequently not a danger, and being moreover a source of considerable revenue to the Board (Rs. 50,000 per annum in ground rent only). It has hitherto been held accordingly that it would not be necessary to decide the general question until at the earliest the matter of renewing the Shell Co.'s lease arises which will not be until October 1905, as the lease expires on 9th April 1906.

9. It is found however that it will be necessary to almost immediately resume the eastern portion of the Shell Co.'s leasehold to enable the contractors for the new Dock to have access across the south Reclamation to the area to be reclaimed with the material excavated from the Docks. For this purpose a strip of ground, 120 feet wide behind the west wall of the proposed Dry Dock, must be made available, which involves the removal of the two easternmost storage tanks owned by the Shell Co.

10. After consulting the Solicitor, the Committee unanimously advise, in these circumstances, that the Board pass a resolution intimating their desire to resume the entire demised premises on the grounds that a part thereof will interfere with the intended dock extension. That notice of resumption accordingly be served on the Lessees as required by the lease, but that the Board at the same time agree to waive their right to resume possession of the entire premises provided that the Company agree to re-arrange their Installation in the manner shown on the Engineer's plan, No. 5954—N6, and the model, omitting the fire screens (except that west of the liquid fuel tank) which will not be required, but duplicating the outer wall where it is now single ; and that they further agree to surrender their

present lease and accept a fresh lease of the whole area to be thus occupied, excluding that required for the new docks, for a term of six years from current date at the same rate of ground rent and other conditions as in the existing lease but without right of renewal.

11. The Company under their present lease have the right to renewal for such further term at such rent and upon such conditions as may be agreed upon between them and the Trustees. The effect of the foregoing proposal would be to grant them a renewal for four years from the expiration of their present lease and to leave the question of the continuation of the tenancy thereafter entirely at the discretion of the Trustees.

12. The Trustees would thereby have an absolutely free hand to deal with the matter as the interests of the trade of the Port might require on the completion of the new Docks. They would be saved the cost of compensation for the buildings which would have to be paid for if resumed now, which would amount approximately to between Rs. 2 and 3 lakhs and would secure the present revenue from ground rent (Rs. 30,000 per annum) and wharfage and siding fees for the next six years.

13. In the case of the Standard Oil Company whose lease expires on 1st November 1912, and is not renewable, a somewhat similar course might be adopted when the time comes, which in their case would not be until within a year of the completion of the Docks.

14. The Committee wish to correct a misapprehension that appears to exist that these Installations occupy space that is required for other trades. This is not the case. Under the arrangements proposed, the area available for all purposes will be very ample and is more than is likely to be fully occupied for a number of years."

In the printed correspondence received from the Port Trust on 30th March, publicity is given to a letter addressed by the Chairman of the Trust to the Government of Bombay, under date 26th February 1904, in which the following passage occurs:—

> "The Trustees have also received the opinions of Major J. H. Thomson, H. M.'s Chief Inspector of Explosives, Mr. Boverton Redwood, and their Consulting Engineers, Messrs. J. Wolfe and A. J. Barry, copies of which I attach. THESE REPORTS, TOGETHER WITH OTHERS CONTAINING INFORMATION ON THE SUBJECT, ARE ABOUT TO BE PRINTED FOR SUBMISSION TO THE CHAMBER OF COMMERCE FOR AN EXPRESSION OF THEIR VIEWS."

As a matter of fact this has never been done, and the Committee, in acknowledging receipt of the papers under date 22nd April 1904, took occasion to emphasise and place on record the fact that THEY HAD NOT BEEN CONSULTED IN THE MATTER.

Further correspondence has also passed between Messrs. Mackinnon, Mackenzie & Co. and the Chamber on this subject.

On 21st December 1904 the Chamber received from the Bombay Port Trust a copy of a report by the Land and Railways Committee, approved by the Board, comprising a scheme for the location of the Bulk Oil Trade at the extreme north of the Harbour near Sewri, together with an arrangement for a Pier extending to deep water at which steamers could discharge by means of pipes, and also carry on the work connected with the export of case oil and bunkering vessels in the stream.

In acknowledging receipt of these papers, the Committee, under date 21st December 1904, informed the Trustees that the scheme set forth had their full approval.

In September 1904, the attention of the Committee was called to a fire in a petroleum reservoir at Hoboken, a suburb of Antwerp, on the morning of the 26th August. From the newspaper reports it appeared that the fire occurred through the ignition of some oil which had leaked from a tank, by sparks from a portable forge. The conflagration immediately spread to the main portion of the reservoir, in which vast quantities of petroleum were stowed. The fact that the warehouses were situated in an isolated field surrounded by trenches alone saved the city from a serious catastrophe. Several workmen lost their lives. The damage was estimated at £300,000.

The special correspondent of the London *Times*, writing from Brussels under date 30th August, gave the following further details :—

> "Having regard to the importance from a technical point of view of the Antwerp petroleum fire, two members of the special fire service commission, which has been visiting Central Europe, were detached on their homeward journey to visit the scene of the conflagration, facilities being accorded to them by the local authorities to make a careful investigation. I have had an opportunity of seeing Mr. Edwin O. Sachs, Chairman of British Fire Prevention Committee, one of the two gentlemen thus delegated. Although the back of the fire was broken, Mr. Sachs found parts of the area still covered with flame and smoke, much of the debris being still incandescent ; but he was quite able to identify the petroleum tank which was the cause of the disaster and also to arrive at the probable cause of the outbreak. An explosion of terrific force must have occurred at a very early stage, causing one of the great tanks to be bodily moved out of position and further hurling the walls a considerable distance. Directly after this explosion the whole of the area affected became a sea of burning petroleum and the direction of the wind probably saved Antwerp from a much greater calamity.
>
> Mr. Sachs holds that the spread of the fire must be attributed to a lack of forethought and an absence of those precautionary measures which without entailing undue expense, may well be demanded in the storage of inflammable liquids. No fire brigade, however efficient, can cope with conditions arising from the absence

of proper preventive measures in connection with petroleum risks. Antwerp, according to Mr. Sachs's view, lacks the necessary conditions in this respect, and fires such as this one and that of the great "entrepôt royal," some two and a half years ago, will find successors at no long intervals, unless there is a radical change in the preventive measures both in the town and at the docks. British insurance companies would do well to note the increasing hazards at Antwerp, a city which, in spite of the remarkable increase in trade, has neglected the fire preventive questions therein involved. Hamburg and Bremen have, Mr. Sachs alleged, grasped **the economic problem of a reduced fire risk,** just as has been the case at Liverpool and the Manchester ship canal docks; but Antwerp, the first port on the Continent, remains behind the times in this respect. Of modern buildings the new entrepôt, which takes the place of that recently burnt, is alone equipped with up-to-date safe-guards.

As regards the loss of life at Antwerp, it is now known that eight persons perished. Eight tanks were destroyed, each having a capacity of 5,000,000 litres (nearly a quart) of oil. The area affected by the fire covers many acres. Numerous experts from all parts of Europe are visiting the scene of the conflagration, but the authorities are still very chary of granting facilities, the courtesy shown to British visitors being exceptional. Even the local firemen are only allowed a very restricted sphere of activity, until the possibility of further explosions is at an end and the official inquiry has been concluded. Many of the reports circulated regarding the fire are erroneous owing to the difficulty of getting near the scene of the disaster."

As this fire had a direct bearing on the general question of the situation of the Bulk Oil Installations in Bombay, the matter came up for consideration once more in the latter end of September. It was, however, felt that the Committee could not take any further action unless they had before them an official account of the Hoboken occurrence. They therefore considered it necessary to address the Consul for Belgium in Bombay on 23rd September 1904, asking him to be good enough to procure for the Chamber **an official report** of the fire, and, if possible, a translation in English. The Consul was also asked to furnish if possible a plan of the locality, with

the surrounding buildings, giving the distances from the Tanks to the various buildings.

Meantime Messrs. Mackinnon, Mackenzie & Co. were good enough to forward to the Committee for examination an album containing a number of **Photographic views** of the conflagration and of the destruction of material wrought by it. Under date 16th January 1905 the Chamber received from the Belgium Consul in Bombay a copy of the original official account of the fire together with the relative plan. This report is published *in extenso* in the appendix.

The only points that call for special record are, that the fire began with an **explosion** at tank No. 2 of the American Petroleum Company; that it was communicated to No. 6 tank of the Eiffe Company through the breaking of a small glass tube on that tank; and that after this had burned externally for some time the tank took fire internally, presumably through the heating and vaporisation of the contents, seeing that the cover of this tank was ruptured. (*Appendix* **Q-1.**)

DELIVERIES OF IRON AND STEEL FROM THE DOCKS.

(See *Report* 1902, *p.* 49.)

The revised regulations* adopted by the Bombay Port Trust in regard to the handling of Iron and Steel at the Docks led to representations being made to the Chamber in May 1904 by several of the leading European firms interested in the trade. It was alleged that a hardship was constituted by the new regulation requiring all goods of the class named to be stacked, when landed, by the Trustees' contractors *according to marks*, the previous practice having been that bars and bundles should be merely sorted *according to sizes*. The new regulation also provided that the Docks Superintendent

* Trustees' Circular No. 1, dated 19th February 1904, See Appendices.

should permit the sorting of only such consignments of Rod, Bar or Pig Iron or Steel as in his opinion might be unmarked, or so insufficiently marked as to prevent the delivery of the whole consignment in accordance with the Bill of Lading. It was represented to the Chamber that it would be a great convenience to the trade if it were permitted to sort all Bars and Bundles at steamer's expense as before, and seven free days allowed after sorting; also that no restriction should be placed on merchants taking part delivery.

In bringing the matter to the notice of the Trustees, under date 2nd May 1904, **the Committee asked** that, as the Trust had at all times evinced a desire to assist trade so far as possible, they would be good enough to relax the regulations in the sense stated. With regard to the question of part delivery, the Committee remarked that it was probable that the wording of the Circular caused confusion, and that it was not really intended to stop such deliveries except under special circumstances.

In the reply received, under date 16th May 1904, **the Trustees stated** that the terms of the circular referred to had been settled after very considerable discussion and on full consideration of the various aspects of the case, and of the conflicting interests involved. The letter stated that the information which led the Chamber to observe that it had previously been incumbent on the ship to bear the cost of sorting all the Iron unloaded at the Docks, was incorrect. It would, moreover, the Trustees added, be a great hardship to insist on the ship paying sorting charges in cases where sorting was unnecessary; that of the iron and steel imported by the chief line of steamers engaged in the trade only 37 per cent. was sorted at the Docks during the year ending 31st August 1904, and that the Trustees were of opinion that these charges should only be incurred and levied where absolutely un-

avoidable. In conclusion the Trustees stated that the Chamber was correct in its supposition regarding the regulation about part delivery, and that it was not intended to use the power thereby reserved to the Trust as a matter of course.

In a **further letter to the Trustees** dated 9th June the Committee traversed the statement that the exact "terms of the circular referred to were settled only "after very considerable discussion of the various aspects "of the case and of the conflicting interests concerned." Their reasons for doing so were that the Chamber was not consulted, and that those leading firms interested in the import of iron and steel, to whom the Chamber referred in its previous representation, were unanimous that on the points the Chamber drew attention to, the new rules were unsuitable. The Trustees' remark that it would be a great hardship to insist on the ship paying sorting charges in cases where sorting was unnecessary, led the Committee to ask if it could be shown that, except an isolated lot here and there, ordinary bars and bundles of one specification were ever taken delivery of in quantity by the trade without sorting. If a real and effective effort were made at port of shipment to keep lots separate, the position might be different, but as steamers, to gain despatch, loaded as quickly as they could and discharged also with all possible speed, merchants and dealers could hardly be expected under the circumstances to acquiesce in a rule which gave a Dock official the power to declare a lot ready for delivery without sorting. As therefore it was practically impossible for the trade to take delivery unless the various consignments were properly sorted, and as it was recognised that the Docks were only intended for the *temporary* accommodation of imports, it was only reasonable, the Chamber considered, that every facility should be afforded by the Trust for prompt and careful delivery. It appeared to the Committee that the effect of the new rule introduced by the Trust would be to cause merchants infinite trouble and delay; that the new system would in many ways prove inoperative; and that if the Trust desired to facilitate clear-

ances it should, in fairness to the trade, see that all bars and bundles were properly sorted after being landed. The Chamber further submitted that before promulgating new rules it would be an advantage if the views of those directly interested were first ascertained; and that as the question before the Chamber was of great importance to merchants in Bombay, and should not, in the opinion of the Committee, be dealt with offhand by the Trust, the Chamber requested that the correspondence should be laid before the Board for consideration, and, if need be, that a consultation with the representatives of the leading firms interested in the Trade should be arranged.

With reference to the Committee's remarks in connection with the regulation about part delivery, and the Trustees' statement that the Chamber was right in its supposition in respect to it, the Committee enquired whether, under the circumstances, the Trustees proposed to re-cast the order so as to avoid misunderstanding in future. (*Appendix* **R-1.**)

WEATHER WORKING DAYS.

The following decisions were given by the Committee during the year 1904, as regards working and non-working days for vessels working **in the Prince's and Victoria Docks** during the year 1904:—

Wednesday,	8th	June	half	weather	working	day.
Thursday,	9th	„	„	„	„	„
Friday,	10th	„	full	„	„	„
Saturday,	11th	„	half	„	„	„
Monday,	13th	„	full	„	„	„
Tuesday,	14th	„	half	„	„	„
Wednesday,	15th	„	full	„	„	„
Thursday,	16th	„	full	„	„	„
Friday,	17th	„	full	„	„	„
Saturday,	18th	„	half	„	„	„
Monday,	20th	„	full	„	„	„
Tuesday,	21st	„	half	„	„	„

It should be borne in mind that the Chamber gives no decisions as to Weather Working Days in Harbour or Stream. References on this matter should be made to the Port Officer.

BOMBAY CITY AND ISLAND.

RAILWAY COMMUNICATIONS. WHOLE SYSTEM RECONSIDERED.

(See *Reports* 1863-4 XXIII, 11, 134 : '64-5 XVII, xlviii, 123, 136 : '66-7, 249 : '67-8, 177 : '73-4, 21,402 : '98-74, 238).

One of the most important matters that occupied the attention of the Committee in the past year was that of the Railway communications of Bombay City, and the principles that are to govern their development or reconstruction.

The question, together with a number of documents relating to it, was placed before the Committee by a letter from the Government of Bombay No. 2029 of the Public Works Department, Railway Branch, dated 13th August 1904.

Although the **Note by the Chief Engineer of the P. W. D.**, dated 1st June, was not the earliest of the papers submitted to the Chamber, it is perhaps that which should be **read first** as setting forth in the fewest words the broad issue to be considered. The second and third sentences of that note give the gist of the matter. They are as follows :—

"In my opinion the narrow island of Bombay is getting "dangerously congested both from the sanitary and com- "mercial points of view, and I think unless Government at "once look forward and lay down some definite lines on "which further extensions of Railways, Tramways, Mills, "Workmen's houses, etc., should be permitted, there is great "probability of mistakes being done that will be very costly "to remedy in the future. The time is past when individual "cases can be settled without referring to some general plan, "and therefore some defined policy is necessary in dealing "with giving up land and permitting structural extensions "as well as other buildings or sidings."

Perusal of the Note in question will satisfy anyone that deliberations extending over so wide a field as is there opened up cannot with advantage be summarised. Members are therefore referred to the original documents which will be found in the Appendix.

It is only necessary to record that the papers were at first referred to the Sub-Committee on Railways; that the said Sub-Committee met repeatedly, and that on the 3rd November they submitted to the General Committee their recommendations, embodied in the form of a draft letter to Government. The report was unanimous; and it was adopted by the General Committee without dissent except in respect of the recommendation that the B. B. & C. I. Railway south of Grant Road Station should be removed. On this point two of the members dissented.

The letter was sent in to Government on the 10th November. (*Appendix* T-1.)

MUNICIPAL TOWN DUTIES. REFUNDS.

Certification of Exports. New Procedure Proposed.

(See *Reports* 1901, *pp.* 28 *and* 282; 1902, *pp.* 116 *and* 591; 1903, *pp.* 155 *and* 683).

On the 2nd April 1904 the General Traffic Manager of the G. I. P. Railway sent the Committee a copy of a memorandum he had received from the Municipal Commissioner setting forth a procedure that it was proposed to institute at Wadi Bunder in respect of the certification of exports for the purpose of obtaining refunds of Town Duty. He drew attention to the fact that under the new system it would be necessary that the exporter should register his documents before presenting them to the Railway staff; and he invited an expression of the Committee's opinion as to whether there was any objection to the proposals.

It was seen that the new procedure would add considerably to the complexity and tediousness of an operation already complex and tedious enough, and would in practice give rise to and increase the abuses which notoriously exist at present. The Committee therefore begged the General Traffic Manager of the G. I. P. Railway to ascertain from the Municipal Commissioner **what were the reasons** for the change proposed.

The General Traffic Manager replied under date 16th April that the reasons for the proposals were indicated in the last paragraph of the Commissioner's memorandum, No. 33949, dated 13th February 1904, namely, "the occurrences of frauds under the present system of granting refunds." It was stated that the procedure was not desired by the Railway; that in their opinion it would hamper trade; and that, for this reason, it was thought desirable that the views of the Chamber should be obtained.

As a matter of fact no copy of the memorandum No. 33949 had accompanied the letter of the Great Indian Peninsula Railway, but among the appendices will be found an excerpt from the press reports of the proceedings of the Municipal Corporation including the text of a memorandum in which the Commissioner requested sanction for the employment of a staff to conduct the new control, and in doing so, set forth the history of the enquiry that led to the proposals. From that memorandum it would appear that the Commissioner's remedy for the abuses which, as the Chamber have repeatedly pointed out, are inherent in the Town Duty System, is to intensify the inconvenience at present suffered by merchants, although these inconveniences are already such that many exporters make no attempt to recover their refunds. The Committee, therefore, replied that they considered the proposed procedure to be such as in practice would only add to the delays now experienced and impose on exporters an additional tax in the form of increased gratuities. (*Appendix* T 2.)

MUNICIPAL LICENSES IN RESPECT OF PREMISES FOR STORAGE OF COTTON SEED.

Clause 1 of Section 394 of the City of Bombay Municipal Act reads :—

"394 (1). No person shall use any premises for any of "the purposes hereinbelow mentioned, without or other- "wise than in conformity with the terms of a license "granted by the Commissioner in this behalf, namely :—

"(*a*) any of the purposes specified in Schedule M * * * * *"

Schedule M enumerates the purposes for which premises shall not be used without a license as follows :—

"(4) Storing, packing, pressing, cleansing, preparing or "manufacturing, by any process whatever, any of the "following articles, *viz.* :—"

(Here follows a long list of articles, among which cotton seed is included, and the nature of which articles with the exception of that now in question, shows that they are prohibited on account of their being offensive or combustible).

The fee fixed by the Commissioner is Rs. 30 for such a license ; and a separate license is required in respect of every separate premises used for the storage of cotton seed.

A considerable export trade in this commodity has sprung up in recent years. The following figures give the exports from Bombay and show that five years ago the trade could scarcely be said to exist :—

	Tons.
1898-99	677
1899-1900	972
1900-1901	9,938
1901-02	99,873
1902-03	193,972
1903-04	126,273

It, therefore, happened that many merchants who had been ignorant of the existence of the rule in question were suddenly called on to take out licenses in respect of premises used by them for the storage of cotton seed ; and complaints were received by the Committee representing that the charge was the occasion of inconvenience and imposed an unwarrantable charge on a growing trade, seeing that the article was in fact neither offensive nor combustible.

It was known at the outset that neither Ships nor Insurance Companies discriminate in any way against cotton seed, which is sufficient to show that, in the opinion of persons expert in these matters, there is no ground for regarding it as dangerous or combustible. Careful enquiry made in the course of the controversy that arose has confirmed this view; and all efforts to discover any grounds for the Municipal assumption that cotton seed is combustible have been fruitless.

On the 12th November 1903, the Committee **addressed the Municipal Commissioner** representing these facts and explaining that they proposed, if necessary, to approach Government with a view to such an amendment of Schedule M as would extend to cotton seed the exemption at present made in respect of cotton when in pressed bales. At the same time they expressed the belief that the principle on which they would found such a representation was one that would be recognised by the Commissioner as reasonable. They, therefore, enquired whether he would be prepared to propose to Government to make such an exception in favour of the storage and packing of cotton seed and whether he knew of any good reason why such an exception should not in the public interest be made.

A second letter was addressed to the Commissioner on the 4th December representing the case of certain merchants who had been required to take out separate licenses and pay several

fees (each of Rs. 30) in respect of each and every warehouse used by them for the storing of cotton seed; and they requested that pending the necessary alteration of the law, the rule in question might be suspended.

The Municipal **Commissioner replied** on the 11th January. He started with the assertion that "the article in question is of a **highly inflammable** nature," and proceeded to argue from this premise that its storage should be regulated, and that the regulation was made the more necessary by the expansion of the trade. He intimated that he would therefore oppose any proposal to exclude cotton seed from the list of articles in Schedule M.

On the 22nd January the **Committee replied** that they had been unable to discover any reason for the assumption that cotton seed was "highly inflammable"; that, on the contrary, it was found that Insurance Companies took it at the same rate as other oilseeds, while Shipping Companies did not in any way discriminate against it; and that consequently the Committee proposed to address Government in the matter.

Government was addressed on the same date. Copies of the correspondence with the Commissioner were forwarded, the arguments were summarized, and in conclusion it was submitted, firstly that the article had been included in Schedule M on insufficient premises and under a misapprehension as to its nature, secondly that the license fees levied by the Municipal Commissioner constituted a gratuitous charge upon an important and increasing trade, and thirdly that Government might fittingly intervene to prevent their further levy.

On the 25th of April **Government replied**, and in doing so quoted the Municipal Commissioner as stating that "it was not a fact that the provisions of the law in this matter had only recently been put in force." It should be

pointed out that the Chamber had made no assertion to the effect implied, but simply that a number of merchants had recently been called upon to take out licenses and that the matter had thus been brought to the notice of the Committee.

The Municipal Commissioner was further quoted as arguing that "Insurance Companies may not treat the article "as specially dangerous *owing to keen competition*, but "that the seeds, which are covered with dry fluff externally "and contain a large quantity of oil, *are of a highly inflam-* "*mable nature* and that in the event of a fire their presence in "large quantities would be a material factor in causing the "spread of it." It was stated in conclusion that, having regard to the Municipal Commissioner's objections "and **especially to the statement that cotton seed is highly inflammable,**" it did not appear to His Excellency the Governor in Council that a sufficiently strong case had been made out for the proposed amendment of Schedule M.

It need scarcely be said that competition between Insurance offices would not, and does not in fact, prevent them from discriminating against such commodities as appear to them to be hazardous. No such discrimination is made either by Insurance Companies, by shipping, or by Dock Corporations against cotton seed; and the theory that cotton seed was "highly inflammable" or even hazardous within the ordinary meaning of that term has not been advanced excepting by the Municipal authorities.

The Committee, therefore, thought it necessary **to solicit a re-consideration** of the whole question by Government; and in a letter, dated the 4th May, they reviewed the considerations they had placed before the Commissioner.

Government, with its reply dated 23rd July, forwarded a copy of a letter received from the Municipal Commissioner on the 11th June. In that letter he maintained his position

and argued that if cotton seed were to be exempted he could see no reason why timber, firewood, etc., should not also be exempted " as **these articles are in no way more combustible** than cotton seed."

This assertion, however, is unsupported by evidence.

The Municipal Commissioner further argued that because the aggregate of license fees collected in the year 1902-03 represented only a small percentage on the aggregate value of the total trade, the burden was a light one. This argument, besides evading the question of whether the charge was inherently warrantable, and besides ignoring the inconvenience and annoyance caused to merchants by their inability to use a godown even temporarily for the storage of cotton seed without incurring a charge in support of which no evidence had been produced, took no notice of the case of merchants who did less than their share of that aggregate trade on which the Municipal Commissioner based his calculation.

In conclusion, the Municipal Commissioner stated that " if cotton seed were omitted from the list of articles specified in Schedule M, a license would still be required under **Section 394 (1) (*d*)**.

The clause in question is as follows :—

" (*d*) Storing for other than domestic use, or selling, timber, firewood, charcoal, coal, coke ashes, hay grass, straw or **any other combustible thing.**"

Here, therefore, the Municipal Commissioner again relied upon the contention that cotton seed was highly inflammable and therefore a " combustible thing."

Government, however, held that the licensing or not of places for the storage of cotton seed might well be left to the

Municipal Commissioner, under Section 394 (1) (*d*) of the Act; and they argued that, in view of the small amount of fees collected, the matter was not in any case one of urgency. They added that they would be prepared to consider an amendment of Schedule M when any portion of the Act next came under re-consideration; and it was suggested that the Chamber should meantime endeavour to demonstrate to the Commissioner that cotton seed is not combustible.

The Committee felt that in the absence of any, even *primâ facie* evidence in support of the assertion regarding the alleged inflammability of cotton seed, it was enough for them to rely on the very strong testimony to the contrary that was furnished by the practice of bodies engaged in Insurance, in shipping, and in the management of Docks.

They have, therefore, for the present only made a note to call for an amendment of Schedule M when any part of the Act next comes under revision; but it is necessary to observe that in view of those references to Clause (1) (*d*) of the Section, which are contained in the last letters of the Commissioner and of Government, it will be necessary to provide under that clause that cotton seed shall not be deemed to be "a combustible thing." The letter of Government implied that hereafter the license will be collected under clause (1) (*d*) and not under Schedule M as hitherto. (*Appendix* T 3.)

AGRICULTURE: CONFERENCE ARRANGED BY GOVERNMENT.

On the 20th July 1904 the Director of Land Records and Agriculture to the Government of Bombay informed the Committee that it was proposed to invite a few gentlemen interested in Agriculture to meet the officers of the department and the Inspector-General of Agriculture in India in Poona on a

date to be appointed. The object of the meeting was stated to be that of communicating to the gentlemen in question information as to what was being done by Government, and receiving suggestions as to useful lines of further endeavour. The Chamber was **invited to send a representative,** and it was requested that a Note might be furnished at an early date stating the points on which suggestions would be made by that representative, and those regarding which information would be asked for.

Mr. Marshall Reid, C.I.E., was appointed to represent the Committee at the Conference in question, and on the 4th August a letter was addressed to the Director of Land Records and Agriculture. It was therein stated that the Committee would be glad to have information regarding the following points :—

(*a*) Whether Government draws up a programme of experiments for each season and whether the programmes and the results are published and are available.

(*b*) Whether experiments are made in single plots or whether a number of plots of considerable size and in different districts are dealt with in the same season in order to save time and obtain more reliable results.

(*c*) Whether it is the duty of those in charge of experiments to study through official publications what is going on in other countries, thereby probably reducing the chances of failure to some extent and enabling them to realise what sort of competition has to be met.

(*d*) Whether agriculturists get the opportunity of witnessing the results of experiments.

(*e*) Whether reports of experiments are published in the vernacular and distributed to those likely to be interested.

(*f*) Whether Government takes steps to induce agriculturists to experiment on their own lands.

(*g*) What number of officers are employed in the work of disseminating the knowledge acquired through experience.

It was added that it seemed to the Committee best to confine their enquiries to the above general points for the present, rather than take up the time of the department with questions as to particular articles which might or might not have been included in the Government experiments; and they suggested that when they had before them information as to the methods of the department and as to the articles included or intended to be included in the official programme, they might be able to make suggestions of a specific kind.

The Conference took place on the 2nd of September in the office of the Director of Land Records and Agriculture as appointed in Poona.

Among the Appendices will be found a reprint of a short memorandum by the Deputy Director of Agriculture, Bombay, on the directions in which experiments are being conducted on the farms in charge of that official. (*Appendix* V 1.)

COTTON CULTIVATION.

Improvement of Staple. Official Efforts.

(See *Report*, 1903, *pp.* 167 *and* 784.)

The Chamber's Annual Report for 1903 contained the text of a valuable Report by the Agricultural Department of the Government of India on the Improvement of Indian Cotton. That Report was forwarded by the Government of India to

the Secretary of State on the 31st December 1903 under cover of a Despatch which, with its annexures, was presented to the Houses of Parliament as Cd. 1982. Attached thereto was also a copy of a letter from the Inspector-General of Agriculture in India to the Government of India, No. 542-C., dated 30th November 1903, and certain other correspondence including a letter from this Chamber dated 17th October 1901. These supplementary papers will also be found in the Appendices to this Report.

In the same section of the Appendices will be found a Memorandum by the Department of Land Revenue and Agriculture on Natural Fertilizers available for use in Cotton Cultivation in India.

It is also thought well to reprint the text of a Memorial addressed to His Excellency Lord Curzon by the British Cotton Growing Association in October last when His Excellency was at home. (*Appendix* V 2.)

COTTON CULTIVATION.

SELECTION AND DISTRIBUTION OF SUITABLE SEED.

GOVERNMENT PROPOSALS.

On the 4th November 1904, the Government of Bombay forwarded to the Committee for opinion a copy of a letter from the Government of India, dated 16th September, with annexures, on the subject of the improvement and extension of cotton cultivation in India.

It may be said that the distinctive feature of the proposals contained in these papers was the system to be instituted for the specific purpose of selecting and distributing such cotton seed as had in practice been found to yield satisfactory results

in particular districts. This system will be found outlined in paragraphs 7 and 8 of the letter of the Government of India.

The matter was referred to a Sub-Committee who reported **most favourably on the proposals**; and their opinion was fully endorsed by the General Committee, and was communicated to Government by a letter dated 8th December. (*Appendix* V 3.)

COTTON CULTIVATION EXOTIC IN DHARWAR.

Seed of Successful American Description to be Imported.

On the 13th June 1904 the Assistant Superintendent of the Government Farm, Dharwar, addressed to the Committee an enquiry as to the name and source of a variety of American cotton now successfully grown in Dharwar District, since it was the intention of Government to import a quantity of the same seed for distribution. It was also requested that the Committee would furnish the names of such other American descriptions of cotton as might with advantage be tried on the Government farms.

After investigation, the Committee were able to reply on the 29th June that the general opinion regarding the cotton grown in Dharwar District was that it was imported about **sixty years ago** from New Orleans. It was added that fresh seed had been imported direct from America from time to time; and that in April 1902 Messrs. Ralli Brothers had procured for a European firm in Bombay twenty-five bags of specially selected seed.

The Committee suggested that the so-called "Memphis" long-staple cotton and the varieties grown along the Mississipi would be suitable for experiment on the Farm. (*Appendix* V 4.)

COTTON BALES.
HIGHLY PRESSED BALES OF LOW MEASUREMENT.

SHIPPING INTEREST OBJECTS.

In May 1904 the Chamber was addressed by the Acting Superintendent of the P. & O. S. N. Company calling attention to the increased adoption of a Cotton Press which compresses 3½ cwt. of cotton into bales of much less bulk than those commonly known in Bombay and the cotton-growing Districts. The Company contended that a bale compressed by the old press averaged 11 cubic feet, whereas those turned out by the new press measured only 7⅞ cubic feet,—a difference in size of say 30 per cent.,—and that as the Shipping companies received freight on the **Measurement** of the bales, steamers would, by the general introduction of the new presses, lose heavily in the amount of freight charged. The Superintendent therefore suggested that a test should be made of the new bales and a scale of weight defined against the equivalent of **40 cubic feet.**

The Superintendent added that he had no desire to raise any objection against the new press, which he fully recognised must be an undoubted benefit to merchants holding large quantities of cotton when warehousing their bales.

Similar representations were received from Messrs. Killick, Nixon & Co. as Agents for several lines of steamers, the Messageries Maritimes, the Navigazione Generale Italiana and Messrs. Turner Morrison & Co.

These letters were carefully considered by the General Committee and at the weekly meeting held on 25th May 1904 it was resolved to appoint a **Special Committee** to consider the question in all its bearings. This Special Committee consisted of :—

The Hon'ble Mr. C. H. ARMSTRONG (Chairman). (Messrs. Lyon & Co.)

MARSHALL REID, Esq., C.I.E. (Dy. Chairman). (The Bombay Company, Ld.)

D. H. GLADE, Esq. (Messrs. Glade & Co.)

N. S. GLAZEBROOK, Esq. (Messrs. Glazebrook, Tezpal & Co.)

J. N. METAXA, Esq. (Messrs. Ralli Brothers.)

W. C. SYMES, Esq. (The P. & O. S. N. Co.)

E. SCARPA, Esq. (Austrian Lloyd's S. N. Co.)

In the meantime the General Committee addressed the **Madras and Cocanada Chambers of Commerce** with the view of ascertaining the system under which similar bales were treated at those Ports, and whether any special arrangements had been made for payment of freight in respect of such bales.

The Cocanada Chamber replied that practically all bales of cotton shipped from that Port for years past had been what are termed small bales; that is, 7 bales each 400 lbs. net would measure about 50 cubic feet and that the Conference rate of freight to London at the time of writing (4th June 1904) was 25 shillings per ton of 50 cubic feet.

The Madras Chamber stated that at that Port only a few bales were compressed to the extent mentioned in the Chamber's letter and that the question of increasing the rate of freight on them had not been raised. It was added that it would probably not be worth the while of the steamer companies in Madras to bring up the question, as the rates of freight on Cotton were high as compared with those ruling at Bombay.

The question was also considered by the Directors of the Bombay **Cotton Trade Association**, and on 3rd June that body communicated to the Chamber the following Resolution

which had been adopted, by a majority, at a Special Meeting of the Board held the previous day :—

> "This Association recommends as a solution of the measurement question of Cotton Bales that the following scale be fixed:—
>
> "Bales measuring **24 tons or over** per 100 bales to "be charged on the actual measurement ascer- "tained; and bales measuring less than 24 tons "per 100 bales to be charged a minimum rate of "24 tons."

The whole correspondence was at this stage circulated to the members of the Special Committee, together with copies of the Minutes which had been written by the gentlemen appointed to consider the question.

The **Special Committee** met on 9th and 16th June 1904 and again on 14th July. At the last two meetings Mr. Glazebrook was not present, he having left for Europe in the interval; but it should be borne in mind that as a member of the Board of the Cotton Trade Association he had voted for the Ruling adopted by that body.

At the first meeting, after an exhaustive discussion of the whole question, the following proposal was put to the meeting :—

> "That a report be made to the General Committee that in the opinion of the Special Committee the Tonnage Scale for Cotton bales should be on the basis of 40 cubic feet per ton of 15 cwt. and when the weight of the bales exceeds 15 cwts. per ton in the measurement ton of 40 cubic feet, the freight should be charged on the weight on the basis of 15 cwts. to the ton dead weight."

The following five members voted in favour of the Resolution :—

The Hon. Mr. C. H. Armstrong.

D. H. Glade, Esq.

N. S. Glazebrook, Esq.

W. C. Symes, Esq.

E. Scarpa, Esq.

A report was accordingly drawn up and circulated for signature. It was signed by the five gentlemen mentioned above. Messrs. Marshall Reid and Metaxa did not approve of the wording, and it was consequently decided to re-consider the matter at a further meeting. The **Special Committee** again met on 16th June, but as they were unable to arrive at a unanimous decision it was decided to further adjourn the meeting to the 14th July. On this latter date the Special Committee met for the third time. The matter was again discussed at great length, and it was finally resolved to put the following proposal to the meeting as a **recommendation** to the General Committee :—

> "That the Bombay Tonnage Scale for Cotton (per Steamer) shall be on the basis of 40 cubic feet to the ton, but in no case shall exceed 16 cwt. dead weight."

This, on being put to the meeting, was carried, the following members voting in favour :—

The Hon. Mr. C. H. Armstrong.

Marshall Reid, Esq., C.I.E.

D. H. Glade, Esq.

W. C. Symes, Esq.

E. Scarpa, Esq.

Mr. Metaxa did not vote, but he subsequently signed the Report embracing the above Resolution.

The amended Report of the Special Committee was considered by the General Committee at the weekly meeting held on 3rd August 1904, when it was decided to convene a **Special General Meeting** of members in October. It was subsequently resolved to place the following Resolution before the meeting :—

> **"That Rules Nos. 2 to 5, under the heading "Steamers", passed at the General Meeting of members on 8th October 1872, and Rule No. 1 passed at the General Meeting of 20th July 1883 be cancelled from 1st January 1905, and the following Rules be substituted :—**
>
> **(*a*) That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead weight.**
>
> **(*b*) That when freight is payable on weight, the same is to be on the net weight delivered. The above Rules do not apply to full-pressed Cotton bales, for which special provision is made as follows :—**
>
> **(*c*) That the Tonnage Scale for full-pressed Cotton bales per Steamer shall be on the basis of 40 cubic feet or 16 cwts. gross to the ton at Steamer's option.**
>
> **(*d*) That hides and skins, whether in bales or bundles, be taken by measurement and not by weight.**
>
> **(*e*) That oil be taken on the outside measurement of the cask.**

The **Special General Meeting** was held on 19th October 1904. The Chairman opened the proceedings and explained the reasons which led the Committee to bring forward the Resolutions which appeared on the Agenda Paper. He then moved the Resolution quoted above, Mr. Scarpa seconding.

Mr. J. N. Metaxa then addressed the meeting at some length and moved the following **amendment**, supported by Mr. A. M. Monteath :—

> **"That in the opinion of this meeting there is no reason to change the existing Bombay Tonnage Scale which has worked satisfactorily for so many years."**

No one wishing to make further remarks the **Amendment** was put to the meeting and **carried** by a large majority.

Mr. E. Scarpa moved as a further Amendment—

"That the matter be referred back to the General Committee."

Mr. Metaxa submitted that the matter could not be sent to the Committee again after the emphatic expression of opinion by the General Meeting.

The Chairman said he would accept the Amendment if it were seconded. Mr. W. C. Symes seconded.

Mr. Marshall Reid, C.I.E., asked if it were in order to send the matter back to the Committee for further consideration after this Amendment had been passed.

The Chairman ruled that the Amendment could be accepted. Mr. Scarpa's Amendment was accordingly put to the vote but was lost by a large majority.

Mr. Metaxa's **Amendment** was then put as **a substantive resolution** and declared by the Chairman to be **carried.** A Poll was demanded and the voting was then 30 for Mr. Metaxa's motion and 16 against.

A detailed report of the Proceedings will be found in another part of this volume.

On 28th October 1904 the Committee received a letter bearing the signatures of the P. & O., Rubattino, Austrian Lloyds, Messageries Maritimes, Nippon Yusen Kaisha, Messrs. Glade & Co., Killick, Nixon & Co., Finlay Muir & Co., and Messrs W. & A. Graham & Co.

The letter stated that the representatives of the above Shipping Lines, at a meeting held on 26th October, passed unanimously the following Resolution :—

"That the Chamber be asked to appoint a Committee to consider the advisability of amending, or if they find necessary, **re-casting the existing Bombay Tonnage Scale.**" The letter added : "As your Committee must be aware, the present Tonnage Scale, is far from satisfactory either to shippers or shipowners, and we desire the question thoroughly gone into by a strong Sub-Committee and discussed from all points, and their report made known to us."

This matter received the very careful consideration of the Committee, and it was eventually decided to reply to the effect that the letter communicating the Resolution to the Chamber did not bear the signatures of all the Steamship Companies working in Bombay. It appeared therefore to the Committee that until there was **greater unanimity** amongst the Steamship Companies, and until there was, moreover, a movement in favour of the appointment of such a Committee by Firms interested in the export trade, it would **not be wise to proceed** to an enquiry on the point put forward by the signatories. (*Appendix* V-5.)

COTTON BALES "FULLY-PRESSED."

New Definition Proposed by Fire Insurance Offices.

On 20th October the Bombay Association of Fire **Insurance** Agents addressed the Committee stating that that body had under consideration the advisability of introducing

into the Tariffs a provision under which "**Fully-Pressed**" when applied to bales of Cotton might be restricted to bales pressed to a density over a fixed limit. The Association accordingly desired to know what the Committee considered a Standard Fully-Pressed bale of Cotton, *i.e.*, the density per cubic foot, measurement and weight of the bale.

The Committee, in reply, stated that there was no uniform size for fully-pressed Cotton Bales; but that in 400lb. bales 30 tons per 100 bales would, they considered, cover all steam fully-pressed Cotton—and that the measurement of such a bale would be 12 cubic feet. (*Appendix* **V-6.**)

WHEAT.

Percentage of Dirt.

Representation by London Corn Trade Association.

In the beginning of November 1904 the Committee received from the London Corn Trade Association a complaint regarding the past season's shipments of choice White Bombay Wheat. It was alleged that the average samples of July shipments were so full of dirt, tares and other admixture, that the East India Committee of the Association refrained from making up a Standard. It was stated that a July Standard of No. 1 Club Bombay Wheat was made up, but that this quality also required attention.

The Committee of the Association suggested that the Chamber might take some steps to prevent shipments of the kind complained of, on the ground that the business on their side was very seriously hindered by such heavy admixtures.

The Committee caused this letter to be **reprinted and circulated** to members as also to the Bombay Grain Merchants' Association.

The Committee, in **their reply** to the London Corn Trade Association, reported the steps that were being taken to bring the matter to the knowledge of persons concerned in the export of wheat. They also explained that Choice Bombay Wheat was sold 90 to 91 per cent. Soft White. It was added that so long as this percentage existed, buyers in Bombay did not object to a certain admixture of gram, " lang, " etc., which appeared in the wheat not as the result of intentional admixture but in consequence of the mode of sowing and harvesting ; and the Committee were advised that to bar choice wheat that grows in Jubbulpore district would affect the business in choice white wheat considerably, seeing that the quantity of choice white wheat grown in other districts is comparatively small.

On the 9th December the London Corn Trade Association acknowledged the receipt of the Chamber's letter and stated that they considered it very unsatisfactory, giving for this opinion certain grounds which seemed to indicate an imperfect comprehension of the question. But it was not considered necessary to take further steps. (*Appendix* **V-7.**)

REFERENCES TO THE CHAMBER.

General Notes.

In the course of the year under review, the Committee, as usual, were invited by members and others to express opinions upon a large variety of subjects. In a certain number of instances they were obliged to reply that it was **contrary to the practice of the Chamber** to express opinions on an *ex-parte* statement of a case that might become the subject of litigation, but that they were prepared to conduct an arbitration if those parties made submission. The Committee is prepared to give an opinion upon perfectly plain questions of **custom**, but they decline to do so when such questions are complicated by special circumstances, which may or may not be adequately communicated to them.

Another class of request to which the Committee return a uniform refusal is represented by inquiries for **Trade Introductions and Recommendations.** They decline to compromise the position and usefulness of the Chamber in its chief functions by giving information that might be construed as favouring some individuals to the detriment of others, and even when inquiries of this nature come from official sources that command a formal compliance, the Committee can in no case go beyond a circulation of the official letter to members with the information that persons interested therein should communicate direct with the writers.

Inquiries as to matters of **Commercial Fact** when received from Members, from officials of position, and in some cases from persons not being members, who reside at a point so remote from Bombay that they could not reasonably be expected to be members, are answered in accordance with the information available, but without responsibility. In some other cases the inquirers are referred to the proper source of information.

No opinion is given on **Legal Matters.**

The Committee do not undertake to give decisions as to **Weather Working Days** in regard to the loading and unloading of vessels **in the stream.** Such decisions are given by the Port Officer, for whose occasional good offices in this matter the Committee beg to tender their best thanks.

ARBITRATIONS.

New Tribunal Constituted by the Bengal Chamber of Commerce.

The Committee having learned in March 1904 that a set of Rules constituting a new Tribunal of Arbitration in Calcutta had been adopted at a Special General Meeting of the Bengal

Chamber held on the 22nd of that month, a copy of the said Rules were courteously furnished by that Chamber on request. As certain small amendments were made, the final text of the rules was not issued till after the Confirmatory General Meeting held on the 5th May. It is thought well to include these rules in the Appendices to this report, as the matter is one of interest to persons who have occasion to use the Bombay system of Arbitration, and it is probable that many Members do not possess copies of the Bengal Chamber's Annual Report. (*Appendix* W-1.)

ARBITRATION BOARD IN LONDON.

Proposal to Establish.

On the 22nd December 1903 the Bengal Chamber of Commerce sent to your Committee copies of (*a*) a communication addressed to various newspapers by a London firm advocating the establishment of a London Board of Arbitration more particularly with regard to raw produce, (*b*) a letter from the Bengal Chamber of Commerce to the Calcutta Wheat and Seeds Trade Association, drawing the attention of that body to the said communication, and (*c*) a letter from that body in reply.

As the Committee were inclined to share the misgivings expressed in the last of these letters regarding the practical working of the proposals, they caused the papers to be printed and issued to members in duplicate in order that reference might be made to home firms in the matter. This was done in February of 1904 ; and it must be inferred from the extreme paucity of the replies received that the proposal is not considered to be of great value.

It, however, remains a question whether the incoming Committee might not with advantage take some further steps to clear up the situation, so that a reply may be made to the enquiry of the Bengal Chamber. (*Appendix* W-2.)

REFERENCES TO CHAMBER.

SHIPMENT AGAINST CONTRACT. "MONTHLY SHIPMENTS."

In March 1904, a Member of the Chamber asked for the opinion of the Committee as to the INTERPRETATION OF THE TERM "MONTHLY SHIPMENTS," in orders for goods imported from Europe. The actual wording in the original document was "Shipment, about equally assorted monthly lots, first in "September 1903, and Bills of Lading for the various Shipments were dated 26th September, 31st October, 16th November, and 31st December."

The Committee were of opinion that the shipments were in accordance with the contract, and informed the firm accordingly.

"3 or 4 WEEKS' INTERVAL."

Again, in October 1904, the Committee were asked to arbitrate in a dispute regarding the shipment date of certain goods. In this case the question referred to an Indent, dated 29th March 1904, for 20 bales Army Cloth. The shipment stipulated for in the Indent was 1-3 June or earlier; 1-3 July, 1-3 August, keeping 3-4 **weeks' interval.** The first and second lots of goods were shipped as follows:—7 bales on 16th June; 7 bales on 2nd August.

The dealer claimed that as the second lot was not shipped within 3-4 weeks of the first, the goods were late shipped and liable to cancelment.

The shipment clause being very loosely worded the Committee had some difficulty in arriving at a decision, but after full consideration they expressed the opinion that the 7 bales shipped on 2nd August were **late shipped.**

MINISTRY OF COMMERCE AND INDUSTRY.

New Department for India.

(See *Reports*, 1902, *pp.* 85, 497; 1903, *p.* 172.)

At the end of June 1904, it was stated in the newspapers that the Secretary of State was understood generally to approve of the formation of the new Department, but that no official sanction had been given nor could any appointment be made in connection with it at present. The Scheme, it was said, could not come into force until the **Bill before the House of Commons** for changing the arrangements connected with **The Viceroy's Council** was passed, and this had still to get through the third reading, besides having to be accepted by the House of Lords. Should any change of ministry occur in the near future the scheme might therefore be held up until next year. As at present formulated the Bill, when passed, will lead to the abolition of the Public Works Minister of Council and the creation in his stead of two new members, **one for Revenue and Agriculture and the other for Industries and Commerce.** The first named, it is stated, will have as his portfolio the charge of Irrigation Surveys, Forests, Museums and the extensive organizations of Land Records and Agriculture. The member for Industries and Commerce, on the other hand, will be concerned with Railways, Post and Telegraphs, and the Commerce Branch of the present Finance Department of the Government of India. The following article published in the *Pioneer* in September 1904 is worth reprinting as a statement of the reasons that have led to reconstruction of the Viceroy's Council :—

"The statements made in Parliament by Lord Hardwicke "and Mr. Brodrick regarding the new Department of Com- "merce and Industries were so short that it may not be out of "place to describe more exactly the action that is contemplat- "ed. As the Government of India is now constituted the

"Military and Legal Members alone are Heads of Departments "which deal entirely with the technical work that properly "belongs to them. The Public Works Department, in a "measure, is run on similar lines, but in addition to control- "ling railways, irrigation, roads and buildings it has also charge "of telegraphs, though the Post Office is under the Finance "and Commerce Department. As to the latter, it has had of "necessity to concern itself with a wide range of subjects in de- "fault of any other departmental machinery which could leave "it free to devote its best energies to financial work pure and "simple. It may, of course, be urged that as "Commerce" is "included in its title, its official *role* is a double one, and this "may be admitted; but all the same the effect of overloading "it with miscellaneous duties has been to cramp its usefulness "and make its staff the slaves of routine labour arising from a "mulititude of petty cases and references. Each of the depart- "ments mentioned has a Member of Council allotted to it, "which is a distinct advantage from both the public and the "Secretariat point of view, though in the case of Public Works "the Member has none of that expert knowledge which the "Military, Legal and Financial Members are endowed with. "Leaving the Foreign Office out of the question, as being "under the direct control of the Viceroy, there remain two "more big Departments, the Home and the Revenue and "Agricultural. One solitary Member is in charge of these "important branches of the Administration, and his duties for "years past has been of the most laborious description. In "normal periods they are heavy enough, but since 1897 there "has been famine recurring at irregular intervals, while plague "has been constant in the last seven years. In all branches of "internal administration, too, such rapid progress has been "made that the departmental machinery has been strained to "the utmost to keep pace with the work. Education, police, "sanitation, agriculture, these alone are a few of the subjects "which have come to the front and have had to be dealt with on

"lines that had not even been lightly drawn a generation ago. "The quickening up of official business, for which Lord Curzon "is responsible, has had remarkable results, but it was plain "that congestion would be the inevitable effect unless at the "same time some relief was afforded to the worker at head-"quarters.

"The recent legislation at Home was undertaken in order to "secure such relief, and in the course of the next few months "we shall see a complete redistribution of work among the "Imperial Departments. The Revenue and Agricultural "Department will be separated from the Home, and will have "its own Member of Council. The Public Works Department "will cease to exist in its present form altogether, as the whole "of the Railway business will pass to the new Railway Board, "while irrigation, roads and buildings will be placed under the "Revenue and Agricultural Department. The P. W. D. "Secretariat establishment will presumably be transferred in "part to these two Departments and to the Railway Board "respectively, but details of the future arrangements have not "yet been published. The Department of Commerce and "Industries will take over from the Home Department work "relating to factories, explosives and petroleum; from the "Financial Department postal business, customs, statistic, "stationery, and everything relating to ports, shipping and "trade generally; from the P. W. D. it will take the Tele-"graphs and all mining affairs, and from the Revenue and "Agricultural Department, emigration, geology, museums, "exhibitions and institutions. It will thus be seen that the "new Department will have its full complement of important "subjects to deal with from the first, and it will require an "active-minded Member of Council at its head if it is to meet "public expectation. In the scheme for the allotment of work "the Home Department will absorb archæology and epigra-"phy from the Revenue and Agricultural Department. The

"redistribution of duties will be felt as a relief all round, and "not least in the Financial Secretariat. The duplication of "Members as regards Home, Revenue and Agricultural "business will greatly facilitate the transaction of work, for the "present expedient of making over some subjects to the "Public Works Member has had its drawbacks."

ASSOCIATION OF CHAMBERS OF COMMERCE OF UNITED KINGDOM.

Meeting in London.

The Report of the Proceedings of the 44th Annual Meeting of the Association of Chambers of Commerce of the United Kingdom held in London will be found in the *Times* of the 9th, 10th and 11th March 1904.

MAILS.

Contract for the Carriage of Mails in Indian Waters.

(See *Report*, 1903, *pp.* 115, 558.)

The Committee have had no further official information from Government on this subject, but for the purpose of record they have made enquiries from the Agents of the British India Steam Navigation Company in Bombay and are informed that on the 7th May 1904 a 15-knot service was started hence to Karachi; thence a 13-knot service to the Persian Gulf and *vice versa*. The Company state that they have also, since the 6th of January 1905, been running a considerably accelerated service to the Persian Gulf, over and above the contract speeds.

CHAMBER'S TRADE RETURNS.

Stocks and Deliveries of Piece-Goods and Yarns. Discrepancies in.

In May 1904 it was pointed out that discrepancies existed in the Chamber's Return showing Stocks and Deliveries of Piece-goods and Yarns.

It was ascertained that the discrepancies resulted from defects in the monthly statement furnished by the Port Trust.

Representations were made to that body ; and as it at first appeared that they were unable to insure greater accuracy, a circular was issued to members on the 24th August 1904 intimating that the Committee could not guarantee the accuracy in respect of the clearances from Dock sheds.

A request was addressed at the same time to the Port Trust that certain deliveries direct from the unclaimed warehouse should in future be furnished ; and it was intimated by the Port Trust, in their letter of the 14th November, that this would be done with effect from 1st October 1904. (*Appendix* X-1.)

FIRES ON SHIPS.

Extinction with Chemical Gas.

(See *Report*, 1902, *p.* 80.)

The Bombay Underwriters' Association sometime ago furnished the Committee with a copy of an interesting Report by a Special Committee of Lloyd's, London, on Fires on Ships and the various methods of extinction.

It is known that this Chamber has for some years taken a keen interest in the use of Chemical Gas as a substitute for water and steam in the extinction of fires ; and it is satisfactory to record that not only has the Special Committee of Lloyd's now formally adopted views favourable to the use of gas but the Bombay Port Trust has set the example to similar bodies in other parts of the world by ordaining that a large supply of carbonic acid in cylinders shall always be held at the docks as provision against fire. The following list of

cases in which gas was successfully used is given in Appendix A to the Report of Lloyd's Special Committee :—

1871. "Whistler."—With general cargo, returned to port on fire—

After ineffectual use of water—gas resulting from mixture of marble dust with muriatic acid was conducted into hold and completely extinguished fire without further damage to cargo.

1893. "Elmbank."—With coal and sulphur, at San Francisco, from Japan—

After ineffectual use of water—gas resulting from mixture of marble dust with muriatic acid was conducted into hold and completely extinguished fire without further damage to cargo.

1901. "Johannisberger" (s).—At Antwerp, loading for Bombay, cotton and general cargo—

Serious fire completely extinguished in less than an hour by chemical gas apparatus from shore after ineffectual use of water and steam.

1902. "Aberlour" (s).—Tyne to Batoum—

Fire in bunkers (about 700 tons coal) extinguished by chemical gas apparatus on board in about an hour.

1902. "Ama Beganakoa."—Glasgow to San Francisco with coal—

Fire in No. 1 hold during voyage. Chemical gas apparatus on board operated for three days, when fire was completely extinguished and holds cooled. Part cargo was then removed from hold and several blocks of coal found consumed. Seat of fire such that it was considered impossible for water to have reached it without filling the hold.

1903. "Umkuzi" (s).—At Calcutta, loading for Cape—

Fire extinguished by carbonic acid gas from cylinders, obtained at Calcutta after ineffectual use of steam and water.

Prevention of fires on ships—Cases of heating of cargoes, reduced by Chemical Gas Systems :—

"Wilhelmina."—Birkenhead to Pisagua with coal—

Temperature of cargo reduced from 83—84° F. to 73·4° F.

"Fennia."—Leith to Rio with coal—

Cargo prevented from firing on passage.

"West Lothian."—Cardiff to Acapulco with coal—

Temperature reduced from 77° F. to 68° F.

"Andora."—Baltimare to Iquique with coal—

Temperature reduced from 95° F. to 84° F.

"Aberlour" (s).—Bombay to Hull, general cargo—

Cargo heated. Temperature reduced without damage to cargo.

"Anna."—Port Talbot to Iquique with coal—

Temperature of cargo reduced from 86° F. to 53° F.

"Nesaia."—Tyne to W. Coast, South America, with coal—

Temperature reduced 16° in four hours.

"Olinda."—Greenock to Cape Town with coal—

Temperature reduced from 82° F. to 62°.

SHIPPING.

Delivery on unstamped Bill of Lading.

A native firm referred the following points to the Committee for ruling :—

(1) The firm received a shipment of goods from Kobe. Through a delay in the post, the Stamped Bills of Lading were received later than the unstamped ones. The firm asked the shipping company to grant a delivery order upon

the unstamped Bills of Lading and at the same time sent a guarantee letter. The shipping company declined to grant the delivery order on the unstamped Bills of Lading. The writers solicited the Committee's opinion on the point, and

(2) enquired whether, in disputes about late shipments, the date of mate's receipt or Bill of Lading carried weight.

The Committee replied as follows :—

(1) The shipping company acted within their right in refusing to give delivery of the goods on unstamped Bills of Lading,

(2) the two dates should not differ but that if they do a legal point is involved on which the Chamber is not prepared to express an opinion.

GRAIN AND SEED TRADE.

Shipments to Hull.

Delays in discharge at that Port.

In January 1904 the Committee received from the Hull Incorporated Chamber of Commerce and Shipping a copy of a correspondence had by them with the Calcutta Wheat and Seed Trade Association respecting the slowness of discharge alleged to result from certain customs and practices in force at Hull. The defence of the Hull Chamber was that these customs and practices were rendered necessary by defects in the system of stowage at Calcutta.

The Committee directed that the correspondence be printed and circulated to members for their information. Members were at the same time invited to favour the Committee with any comments they might desire to offer, but no such comments were tendered. (*Appendix* X-2.)

COMMERCIAL EDUCATION.

Chamber's Register of Candidates successful in Examination.

(See *Report*, 1903, *p.* 178.)

The Committee desire again to bring to the notice of members that a register is kept in the office of the Chamber showing the names of candidates successful in the Senior and Junior Examinations held locally in conformity with the Standards of the London Chamber of Commerce. It was mentioned in the report for 1903 that this Register, to which attention had been specially called, was **not resorted to** by any member of the Chamber during the year. In the twelve months under review the list has on only **one occasion** been consulted. The Committee would once more take the opportunity of again bringing the Register to the notice of members, with the intimation that it is open to inspection at any time on application to the Secretary.

TECHNICAL EDUCATION.

Textile Industry.

Proposed Government Scholarships.

The Committee were addressed in the beginning of July by the Director of Public Instruction, Bombay, as to a proposal to recommend to the Government of India that two scholarships should be offered to suitable candidates in the Bombay Presidency with a view to the holders **proceeding to Europe** to pursue a special course of study in connection with the Textile Industry. It was also proposed that one of the

scholarship holders should specially investigate the **hand block printing** Industry and its methods with a view to the improvement and development of this minor industry in the Presidency and specially in Guzerat. The **value of each scholarships**, it was stated, would be £150 per annum, probably tenable for two years. The opinion of the Chamber was invited as to the **course of study** which should be followed by the scholarship holders during their absence from India, and it was suggested that the course should be directed towards the acquisition of such special knowledge as would be most serviceable to them on their return to Bombay and enable them to assume employment under a firm or Company, or to undertake industrial enterprise on their own account.

Enquiries made by the Committee showed that the Technical Colleges in Manchester, Bradford and Leeds were the most suitable places for the acquisition of the higher education and practical training desired by Government.

The Committee accordingly addressed Government to this effect, under date 18th July 1904, adding that the course in Manchester was understood to be three years, but as the holders of the scholarships would have received a special education in the Textile Industry in India, the shorter period covered by the scholarship would no doubt suffice. Practical training for a short time in a large works at Home would, the Committee considered, be an excellent finish to a course of instruction in a Technical School, but that employment of the kind had in view would be very difficult, in fact impossible, to obtain.

In this connection reference may also be made to the Conference of persons interested in Technical and Industrial

Education which met in Bombay on 7th March 1904 and subsequent days. Intimation of the arrangements made for the said Conference was given by the Director of Public Instruction to the Government of Bombay by his letter No. 1000[6], dated 22nd February, which expressed the hope that some representative of the Chamber might attend. A suitable reply was made on the 25th of the same month; but no official report of the Conference has so far been received. (*Appendix* X-3.)

DECIMAL AND METRIC SYSTEMS.

(See *Reports*, 1902, *pp.* 141, 143 *and* 668; 1903, *p.* 181.)

In September 1902, Mr. Chamberlain, then Colonial Secretary, addressed the following circular letter to Governors of Crown Colonies :—

> "I have the honour to transmit to you a copy of a Resolution adopted at the recent **Conference of Colonial Premiers** in London in favour of the adoption of a Metric system of weights and measures for use within the Empire. You will observe that the Resolution applies only to weights and measures and does not extend to Currency. I shall be glad if you will consider whether any action can be taken in the direction indicated, in the Colony under your Government, and acquaint me with the views of the Chamber of Commerce (if any) and of the local merchants on the subject."

RESOLUTION REFERRED TO.

> "That it is advisable to adopt the Metric System of Weights and Measures for use within the Empire, and

the Prime Ministers urge the Governments represented at this Conference to give consideration to the question of its early adoption."

To Governors of Self-Governing Colonies the following Circular was addressed :—

"I have the honour to transmit to you a copy of a Resolution adopted at the recent Conference of Colonial Premiers in London with regard to the advisability of adopting a Metric System of Weights and Measures for use within the Empire, and to request that you will be good enough to ascertain what action your Ministers propose to take in the matter.

"Your Ministers will observe that the Resolution applies only to weights and measures, and does not extend to currency."

The following is a Summary of the replies to the above Circular Despatches which was presented to both Houses of Parliament in February 1904 :—

The Metric System is already used in Mauritius and Seychelles.

The **following are favourable** to its adoption :—Australia, New Zealand, Cape of Good Hope, Transvaal, Orange River Colony, Southern Rhodesia, Gambia, Northern Nigeria, Gibraltar, British Guiana, Trinidad, Leeward Islands, Windward Islands.

Also, **with a reservation** that it must also be adopted in the United Kingdom or in the Empire generally : Sierra Leone, Southern Nigeria, Ceylon, and Falklands. Hongkong would take common action with other Colonies.

The States of New South Wales, Victoria and Western Australia are **also favourable,** but together with South Australia and Tasmania, consider that the matter is one for the Commonwealth Government.

Fiji is **doubtful,** but must follow Australia and New Zealand. British New Guinea would go with Australia.

Jamaica and British Honduras need the adoption of the system in the United States of America. The practice of India is important to the Straits Settlements who would be followed by Labuan; and the Bechuanaland Protectorate would follow the rest of South Africa.

St. Helena, Cyprus, Lagos, Weihaiwei, Barbados, and Bahamas are on the whole **unfavourable.** The Gold Coast Colony and the State of Queensland are prepared to adopt but consider that inconvenience would occur. Natal cannot consider the matter until some general lines of legislation have been agreed upon by His Majesty's Government. No definite answer has been given by Newfoundland, Malta or Bermuda. Canada's reply was awaited.

At the 44th Annual Meeting of the Association of Chambers of Commerce of the United Kingdom held in London on the 8th, 9th and 10th March 1904, an interesting discussion took place on the subject of Metric System. (See *Times* of March 10th, 1904, p. 15.)

In the early part of the year the Chamber received a communication from the **Decimal Association,** London, calling attention to the Bill for the adoption of the Metric Weights and Measures which Lord Belhaven had promised (with the support of Lord Kelvin) to introduce into the House of Lords.

The letter added: "My Committee hope that every effort will be made at this important period by all who sympathise with the movement, to agitate the question as fully as possible, and to bring as much pressure to bear upon the Colonial Secretary as can be accomplished.

"The principal point to bear in mind is the fact that the people here are very ready just now to listen favourably to the recommendations of our Colonies and Dependencies, and so I hope that means may occur to you of making it known to the Home Government that you desire the reform; and of having any such communications brought to the notice of the British people through the Press."

In giving publicity to the above letter the Committee stated that they **entirely favoured** the adoption of the Metric and Decimal Systems as a means to the great simplification of Commercial procedure.

As in 1903, the Committee voted a donation of £5 to the Decimal Association.

STANDARD TIME FOR ALL INDIA— PROPOSED ADOPTION OF.

(See *Report* 1903, *pp.* 179 *and* 831).

It will be remembered that when this question came before the Chamber in the early part of 1903, the Committee consulted the members with a view to eliciting their respective opinions as to which of the following proposals they preferred :—

(1) That one **uniform time**, preferably Madras or Railway time, should be adopted for all India. Whether

it would be possible for Karachi and Rangoon to adopt a time varying so greatly from their solar time is doubtful. Indeed it is understood that in one of these ports, at all events, there is unqualified hostility to the change.

(2) That India should be divided into an **Eastern and a Western Zone,** each with its own standard time.

(3) That the time to be observed throughout the Eastern Zone should be the true solar time of Calcutta instead of that of the 9th degree, and that the time to be observed throughout the Western Zone should be one hour later, or, in other words, should vary by 3 minutes only further from the true solar time of Bombay.

(4) That the present system be maintained.

The Committee found it impossible at the time to interest the Commercial Community in the question, the few replies elicited by their circular to members on the subject, giving so little indication of any strong or even clear preference for any of the proposals suggested, that it was impossible to regard them as otherwise than inconclusive.

In disposing of the matter, therefore, the Committee informed the Bengal Chamber, from which body the proposals had partly emanated, that on the whole they believed that the general preference in Bombay was for a continuance of the present system, the various ports keeping their own solar time and the Railways the time of Madras.

In 1904 the question was received in another form. In August of that year the Committee received from the Bombay Government a copy of a Note on a proposal for

an Indian Standard Time. The proposals upon which the Government of India desired to obtain opinions were:—

(1) To fix an *Indian Standard Time* for use upon all Indian Railways and Telegraphs in India, which should be exactly 5½ hours in advance of Greenwich, and therefore about 9 minutes in advance of Madras time.

(2) To fix a *Burma Standard Time*, for use upon all the Railways and Telegraphs of Burma, which should be exactly 6½ hours in advance of Greenwich time.

It was stated that the Government of India was in favour of the above proposals and was prepared to accept them so far as State Railways and Telegraphs were concerned. As regards the adoption of a STANDARD TIME for general purposes all over India, which was discussed in the Note referred to, the Bombay Government stated that they considered the change exceedingly advisable, and would be prepared to co-operate in any movement to give effect to it, but added that the matter was clearly one that must be left to local communities to decide.

The papers were considered by the Committee, and, in view of the feeling which exists in Bombay on the subject, they informed Government—with regard to the specific proposal for the adoption of a standard time for general purposes all over India—that while there was some difference of opinion amongst the members of the Committee, they believed the mercantile community and the general public of Bombay was against any alteration of local time and that a movement in this direction would not, they considered, be acceptable.

The Bengal Chamber approved of the proposal to fix a standard time for use upon all Railways and Telegraphs in

India which should be exactly 5½ hours in advance of Greenwich, and, therefore, about 9 minutes in advance of Madras time.

But the Bengal Chamber pointed out that in the event of the general adoption of a standard time for local purposes, it would involve in Calcutta a difference of 24 minutes from the present. Meantime, they stated, a question would probably arise as to the expediency of opening and closing of the Courts, Offices, etc., half an hour earlier in order to provide that the actual working day should remain in the same relation to sunrise and sunset as at present.* (*Appendix* X-4.)

STANDARD TIME.

MADRAS TIME ADOPTED IN 1881 BY BOMBAY GOVERNMENT.

On the 12th October 1881 the Bombay Government† addressed the Chamber in the following terms:—

> "It has frequently occurred to His Excellency the Governor in Council that a good deal of practical inconvenience is caused by the different times kept by the Railway Post and Telegraph Offices on the one hand and by Provincial Government Offices and the public on the other. Again, the times kept by the latter are not even very uniform; for in Bombay and Poona "local" time is kept, the difference between which is about 7 minutes, while in some other towns such as Ahmednagar, Madras time is observed. His Excellency in Council is of opinion that much convenience will result if Madras time is kept everywhere, and proposes that on

* NOTE.—A communiqué stating Government's decision was issued on 1st February 1905, and is printed in Appendices.

† Letter from Acting Under-Secretary to Government, General Department.

and after a certain day (to be named hereafter) Madras time will be kept in all offices under the control of Government, and be held to be the official time for all purposes. But before issuing such orders His Excellency in Council is desirous of consulting the wishes and feelings of the general public in the matter. I am therefore directed to request that you will be good enough to lay this question before the Chamber of Commerce, as representing the mercantile public, and favour Government with its opinion at your early convenience." The Chamber replied as follows, under date 18th October 1881:—

"I have the honour to acknowledge the receipt of your letter No. 3404 of 1881 of 12th October, in which you state—

(1) That His Excellency the Governor proposes that Madras time shall in future be kept in all offices under Government control and shall be kept as the official time for all purposes.

(2) And request the Chamber of Commerce, as representing the Mercantile Community, to furnish His Excellency with their opinion in the proposed change.

"The Committee of the Chamber desire me to thank His Excellency for his consideration in not carrying out such a proposal without first consulting those likely to be affected by it. They are certainly of opinion that if one uniform time were adopted throughout the whole of India, and the general public could be got to follow the lead of the Government, it would be a change advantageous and convenient to the mercantile as well as to all other classes of the Community. On the other hand, however, they doubt if the adoption of Madras time merely in the Government offices in the Bombay Presidency would lead

to its general use, and if this result did not follow, the present confusion would only be increased and extended."

Under date 8th November 1881 the following Notification * (No. 3724) was published by Government:—

"His Excellency the Governor in Council is pleased to direct that from and after December 1st, 1881, Madras time shall be kept in all offices under the control of Government and shall he held to be the Official time for all purposes. His Excellency in Council invites the Public to extend the uniformity which this order is designed to secure in Public Offices by adopting Madras time for general use."

The above Notification remained in force up to 29th May 1883 when the following further Notification* appeared in the official Gazette :—

"In modification of the orders contained in Government Notification, General Department, No. 3724, dated 8th November 1881, His Excellency the Governor in Council is pleased to direct that from and after June 1st, 1883, local time shall be kept in all offices under the control of Government in the City and Island of Bombay and shall be there held to be the official time for all purposes. In the rest of the Presidency, except Aden, Madras time shall continue to be kept in all offices under the control of Government and shall be there held to be the official time for all purposes."

As there is no record of the above correspondence in the previous Reports of the Chamber, the matter is dealt with in the current (1904) year's report for the purpose of information and future guidance, more particularly as the question of a Standard time for all India—dealt with in another paragraph —is now before Government.

* The Notification referred to appeared in Part I of the Bombay *Government Gazette* of 10th November 1881 (p. 688) and 31st May 1883 (p. 385).

COAL OF WELL-KNOWN DESCRIPTION.

Dispute as to Quality.

In February 1904 the Chamber was asked to arbitrate in a dispute between Messrs. Killick, Nixon & Co. and the Acting Agent of the B. B. & C. I. Railway regarding the terms of a contract for coal.

The point at issue was, whether a Railway, having bought coal of a well known description—Powell's Duffryn, to wit—without any stipulation that the coal was purchased for locomotive purposes, was thereafter entitled to refuse to take delivery of the coal on the ground that it contained such proportion of dust as, in their opinion, made it unsuitable for **Locomotive purposes.** It was stated by both parties that no cause for complaint had arisen in previous shipments.

The matter was referred to a special Committee (under the Chamber's rules) consisting of the Hon'ble Mr. C. H. Armstrong, Mr. F. C. Macrae and Mr. J. E. Needham. The papers before the Committee were:—

(*a*) The joint letter dated 12th February 1904 from Messrs. Killick, Nixon & Co., and the Acting Agent of the B. B. & C. I. Railway, submitting the question.

(*b*) The contract dated 13th August 1903 showing that the Railway on that date purchased 4,000 tons Powell's Duffryn coal from Messrs. Killick, Nixon & Co.

(*c*) Shipment Certificate dated Cardiff, 2nd January 1904.

(*d*) Certificate of quality dated 4th January 1904.

The opinion of the Special Committee, which was in due course communicated to the parties concerned was that in the case stated the Railway Company was **not within its rights** in refusing to take delivery of the coal.

GOVERNMENT SUPPLIES.

STORES DEPARTMENT OF INDIA OFFICE *versus* INDIAN MANUFACTURERS.

REPRESENTATIONS BY MADRAS CHAMBER SUPPORTED BY BOMBAY CHAMBER.

(See *Report*, 1901, *p.* 116.)

Among the Appendices will be found an interesting letter from the Madras Chamber of Commerce to the Government of India on the subject of the disabilities under which Indian Manufacturers, as suppliers of Government requirements, are placed by the method of calculating the cost of those articles, procured through the Stores Department of the India Office, with which the Indian Manufacturers have to compete. A copy of this letter was forwarded to this Chamber on the 12th January 1904 with a request that the representations contained in it might be supported; and this was done by a letter, dated 13th February 1904. In July the Government of India, by letter No. 4208 S. R. in the Finance and Commerce Department, forwarded copy of a letter addressed to the Government of Madras, No. 4207 S. R., dated 4th July, containing orders on this subject.

This matter was the subject of a Resolution adopted at the Conference of Chambers of Commerce held in Calcutta. (*Appendix* X-5.)

BRITISH IMPORT DUTY ON TEA.

At a public meeting held in Calcutta on 23rd April 1904, under the auspices of the Bengal Chamber of Commerce, the following Resolution was unanimously adopted :—

"That this meeting views with grave apprehension and alarm the decision of His Majesty's Ministers to enhance the British Import Duty upon Tea, and while fully alive to the difficulties of the present Financial Situation and to the need

for additional revenue, is distinctly of opinion that British-grown Tea is already bearing more than its full share of the burden, and most emphatically protest against any addition being made thereto, the Industry being absolutely unable to bear any further taxation.

"That copies of this Resolution be forwarded to the Government of India, the Government of Bengal, the Chambers of Commerce of Bombay, Madras and Ceylon, and to the leading Indian and English Newspapers."

MUSEUM AND LIBRARY FOR BOMBAY PRESIDENCY.

Proposals by Government.

There will be found among the Appendices an interesting circular received from Government regarding the proposals for the establishment of a Public Museum and Library for this Presidency.

It was requested that the Committee would convey to Government any suggestions they might think fit to offer, and would state in what way they could co-operate with Government in the scheme.

The suggestions of the Committee were embodied in a letter to Government dated 4th August 1904 which is printed in the Appendix. (*Appendix* X-6.)

EXHIBITIONS.

Indian and Colonial Exhibition, 1905, at Crystal Palace.

In June 1904 the Committee were addressed by the Board of the Crystal Palace Company regarding the proposal to hold an Exhibition of Indian and Colonial produce and products in the said Institution during 1905.

The papers are preserved in the Office of the Chamber and will be shown to any member interested.

The **Committee replied,** under date 9th July, that if India was officially represented the Committee would co-operate.

The Government of India, however, announced by Resolution No. 17-33-9, dated 14th December 1904, that they adhered to their declared **policy of non-participation in Exhibitions.**

COMPANIES WITH STERLING CAPITAL FORMED FOR BUSINESS IN INDIA.

In May 1904 the Director-General of Statistics requested the Committee to help him in compiling a **list of public companies** with Sterling Capital which work entirely or principally in India and which have the seat of their Indian management in or near Bombay. Certain names were supplied to him ; but it is recognised that the preparation of such a list must be a matter of some difficulty and patience, and the Committee desire to suggest that any member able to supplement the short list attached may be good enough to communicate with the Secretary.

Names of Companies.	Capital.
Eastern Mortgage and Agency Co., Ld.	£1,000,250, Messrs. Ritchie, Steuart and Co., Agents.
Charles Phillimore and Co., Ld.	£100,000, F. Norton Giles, Managing Director.
Barsi Light Railway.	(Not known) Mr. Alexander, Manager.

CAPE COLONY IMMIGRATION ACT.

(See *Report*, 1903, *pp.* 186 *and* 845.)

The following is the text of the Bombay **Government's reply**, No. 85 (General), dated 7th January 1904, to the letter of the Chamber, dated 17th December 1903 :—

"With reference to your letter of the 17th ultimo, I am directed to inform you that the representation submitted by the Chamber regarding the exclusion of traders from the classes exempted under Section 3 of the Southern Rhodesia Immigration Restriction Ordinance has been forwarded to the Government of India."

The following is the report of a **question put in the House of Commons** on the subject and the reply made by the Secretary of State.

Mr. Runciman asked the Secretary of State for India:—If his attention has been drawn to the fact that the **Bombay Chamber of Commerce** has protested against the Cape Colony Immigration Act of last year, on the ground that British Indians should have the same rights enjoyed by all other subjects of His Majesty of going to and residing in any part of the King's dominions entirely unrestricted by legislation, and if so will he state what action in response to this protest has been taken by the Government of India or by His Majesty's Ministers.

Mr. Brodrick.—I am aware of the protest from the Bombay Chamber of Commerce referred to in the question. The Cape Colony Immigration Act was passed by the legislature of a self-governing colony, and closely resembles legislation which is in force in other British Colonies. In these circumstances His Majesty's Government did not consider it possible to take any action of the kind suggested in the question.

JAPAN TRADE CONVENTION.

Information was received from the Government of India in September 1904 that a Convention had been signed, securing **most-favoured-nation** treatment to all goods of Indian production or manufacture imported into Japan, and that the Convention would come into force as soon as ratifications had been exchanged.

This information was in due course communicated to members by Circular.

JAPAN OPEN PORTS.

WAKAMATSU DECLARED AN OPEN PORT.

In May 1904 the Finance and Commerce Department informed the Chamber that the Government of India had received intimation to the effect that Wakamatsu, in the Province of Chikuzen, Japan, had been declared an "Open Port" by an Imperial Ordinance, with effect from the 10th April 1904. The principal articles of export from Wakamatsu are said to be coal, and iron and steel materials; the imports consist mainly of iron ore.

HOLIDAYS FOR 1905.

Arrangements were made by Government (Financial Department) under letters No. 3720, dated 1st November 1904, and 3802, dated 11th idem, for the convening of the usual **Committee** for the purpose of advising on what particular days in 1905 the holidays fixed in Government Resolution, General Department, No. 7182, dated 23rd December, should be observed.

PRICES OF COAL.

The following information which was obtained for the Director-General of Statistics is printed for future reference :—

IMPORTS OF COAL AND PRICES.

Dutton's Welsh Hartley.

March 15th & 30th, 1900.	1,755 tons at	Rs. 21	per ton.
Sept. 11th, 1901	1,242	„	„ 15-8	„
Nov. 18th „ 598	17/20	„	„ 15-8	„
Dec. 17th „	796	„	„ 15-12	„
Dec. 18th „	190	„	„ 15-8	„
Dec. 30th „	701	„	„ 15-8	„
April 5th, 1902	200	„	„ 13-4	„
April 4th, 1903	500	„	„ 11-4	„
April 20th „	498	„	„ 12	„
May 21st „	600	„	„ 11-8	„
May 29th „	250	„	„ 11	„

Powell's Duffryn.

January 1900 ...	...	... Rs. 24	per ton.
July „ ...	...	... „ 24	„
January 1901 ...	...	... „ 24-8	„
July „ ...	...	... .	
January 1902 ...	...	... „ 19-4	„
July „ ...	...	... „ 17-4	„
January 1903 ...	...	... „ 18	„
July „ ...	...	... „ 18	„
January 1904 ...	...	... „ 18-4	„

PRICES & CHARGES—WHEAT & SEEDS.

IN BOMBAY, LIVERPOOL AND LONDON ON 1ST MAY 1904.

At the request of the Director of Land Records and Agriculture, United Provinces of Agra and Oudh, the following quotations were ascertained and communicated to him on the 9th May :—

1. Price per maund of 82 2/7 lbs. in Bombay for the United Provinces.
   Wheat. Refraction.
2. Price per maund of 82 2/7 lbs. in London for the United Provinces.
   Wheat. Refraction.
3. Price of Linseed & Rapeseed per maund of 82 2/7 lbs.
   Linseed ...Refraction.
   Rapeseed ...Refraction.
4. Price of Linseed & Rapeseed in London per maund of 82 2/7 lbs.
   Linseed ...Refraction.
   Rapeseed ...Refraction.
5. Sea Freight to London on Wheat and Oil seeds per ton.
6. Rate of Exchange.
7. Incidental charges approximately per maund of 82 2/7 lbs. in London and Bombay.

Wheat White Delhi Rs. 4-1-6 per cwt. Rs. 3-0-1 per maund of 82 2/7 lbs.

6%

Wheat White Delhi in London 29 *s.* per quarter of 492 lbs. 4*s.* 10*d.* per maund of 82 2/7 lbs. Rs. 3-9-1.

Tale quale.

Linseed Bold Rs. 5 /2 per cwt. Rs. 3/12/3 per maund of 82 2/7 lbs.

4%

Rapeseed Yellow Cawnpore Rs. 5/4/0 per cwt. Rs. 3-13-8 per maund of 82 2/7 lbs.

3%

Linseed Bold 30*s.* 9*d.* per quarter of 416 lbs. 6*s.* 1*d.* per md. of 82 2/7 lbs. Rs. 4-7-11.

4%

Rapeseed Yellow Cawnpore 31*s.* per quarter of 416 lbs. 6*s.* 1½*d* per maund of 82 2/7 lbs. Rs. 4-8-5.

3%

Wheat to London at 15*s.* per ton of 18 cwts. 7¼*d.* per maund of 82 2/7 lbs. 7 annas and 2 pies

Linseed & Rapeseed to London at 15*s.* per ton of 16 cwts. 8¼*d.* per maund of 82 2/7 lbs. three annas and 2 pies.

3 months' documents 1*s.* 4¼*d.*

Bombay.	*London.*
4 as. per md.	3½ as. per md.

PRICES.

Castor Oil.

On the 28th May 1904 a member of the Chamber asked to be furnished with the approximate average yearly market prices of castor oil per cwt. of 112 lbs. net, for the period 1893 to 1903.

The following table was furnished, showing the price per gallon :—

	Rs.	a.	p.	
1892-93	1	4	8	per gallon.
1893-94	1	5	3	,,
1894-95	1	1	7	,,
1895-96	1	2	0	,,
1896-97	1	5	6	,,
1897-98	1	7	9	,,
1898-99	1	5	2	,,
1899-1900	1	6	2	,,
1900-01...	1	10	1	,,
1901-02...	1	5	11	,,
1902-03...	1	3	10	,,

PRICES.

Imported Beet Sugar previous to 1892.

In response to an enquiry from the Director-General of Statistics the Committee ascertained that, while there may have been a few occasional imports of Beet Sugar before the year 1892, the total quantity must have been very trifling. It was found difficult to trace any record of the market rates, seeing that there really was no "Market."

And in reply to a similar inquiry from the same official for

Kerosine Oil,

the Committee replied that the imports of kerosine oil previous to 1887 were entirely American, and the quotations given by him evidently applied to 125°

American Oil of the "Chester" or similar brands. There were apparently no records as far back as 1876-79, but it was supposed that the high and irregular prices quoted for these years were accounted for by the fact that the quantities imported were only odd lots of 1,000 to 2,000 cases which came in ice ships or, as in the case of a certain firm's own imports, came *via* Zanzibar. From 1887, when the imports of Russian Oil began to be considerable, up to 1899, the quotations might equally well apply to Russian Oil or American Oil of the "Chester" brand class as both oils were sold at about the same price. It would, therefore, seem that the prices throughout the list prepared by the Director-General of Statistics might be taken to represent the rates of the "Chester" brand class.

COMMERCIAL MISSION TO PERSIA.

(See *Report*, 1903, *pp.* 210 *and* 876.)

In June 1904 the Chamber was again addressed by the Government of India on the subject of the proposed Commercial Mission to Persia. Since the correspondence ending with the Chamber's letter of 10th December 1903 the proposed scheme of the Mission operations had been further considered by Government, and it had been decided that the Mission should be **purely commercial in character**, and that the delegate or delegates should be selected solely on the grounds of their interest in trade and knowledge of trade requirements. His Britannic Majesty's Consul at Kerman had submitted certain suggestions which were embodied in the letter addressed to the Chamber, and the Government of India invited the co-operation and advice of the Committee in elaborating a scheme which, it was hoped, might lead to practical advantages to Indian trade.

In regard to the **itinerary** to be followed, it was proposed that the Mission should reach Bunder Abbás, their starting

point, about the end of September, and after a short halt strike northwards to Saidabad in Sirjan, thence to Bahramabad in Rafsinjân, the chief centre of the Cotton trade of the Province, and a place of considerable importance, and from there to Kerman, where the best means of developing trade and commerce could be investigated. From Kerman it was suggested that the Mission should proceed to Bam and Narmashir, an important centre on the Bunder Abbás-Seistan trade route, and thence taking the Gishu Pass *en route* to the fertile valley of the Bampur River.

It was further proposed that the return journey, if time permitted, might usefully take the line *via* Magas, Kuhak, and the Kej Valley to Gwadur or Pasni.

The Government of India desired to be guided, so far as the **personnel** of the Mission was concerned, by the advice and wishes of the representatives of the Commercial Community, and the Chamber was asked to take this matter especially into consideration, even though it might not be possible for the Committee to appoint a delegate. It was considered that a tour, such as had been sketched out, might occupy nearly **six months.**

Soon after the receipt of the Government of India's letter a **Sub-Committee** consisting of the Chairman and Deputy Chairman was appointed to consider the matter in conjunction with the **representatives of the Bombay Millowners' Association, the Bombay Piece-Goods Merchants' Association** and the British India Steam Navigation Company. At the same time the Committee addressed the representatives of the Bombay and Persia Steam Navigation Company and asked to be favoured with any suggestions that might occur to them with a view to facilitating the work of the Mission.

The Sub-Committee met on Thursday, 30th June 1904, there being present, in addition to the Chairman and Deputy

Chairman of the Chamber, Messrs. Sassoon J. David and Mr. S. A. Nathan, representing the Bombay Millowners' Association; Mr. A. M. Monteath, of Messrs. MacLinnon, Mackenzie & Co.; the Hon'ble Mr. Vithaldas Damodher Thackersey and Mr. Manmohandas Ramjee, on behalf of the Native Piece-Goods Merchants' Association.

The Sub-Committee had before them the letter from the Government of India; communications from the Bombay and Persia S. N. Company; the Piece-Goods Merchants' Association; the Bengal Chamber of Commerce, together with statistics of the trade between India and Persia.

After a long discussion the **Sub-Committee decided** to submit, for the consideration of the General Committee, a report in the form of a **draft letter to the Government of India**, embodying the views of the Sub-Committee and of the representatives appointed to confer with the Chamber.

The draft letter which was subsequently adopted by the General Committee dealt, *inter alia*, with the questions of the personal safety of trades and safety of transit for merchandise; the means of transport and condition of roads, waterways, &c.; risk of losses through traders failing to fulfil contracts; information as to the existing system of financing trade and as to the opening for an exchange Bank; particulars as to import, Octroi and Transit Dues levied against countries trading with Persia; full particulars and samples of all goods current in South-East Persian markets, whether from India or other countries, with details of origin and relative prices; the feasibility of starting Ginning, Pressing or Spinning Factories in the Cotton Centres of Persia and transmitting the production to the Sea-board or to the distributing centres; and, finally, the prospects of extending and further developing the trade in Indian tea with Persia.

The Committee had much trouble in finding suitable **delegates** to accompany the Mission, but with the co-operation of the Millowners' Association they decided to submit to the Government of India the names of Mr. D. M. Kapadia and Mr. R. P. Massani ; the Association and the Chamber agreeing to share the expenses and salaries of these delegates.

Later on the Government of India intimated that Mr. Newcomen, the delegate from the Upper India Chamber of Commerce, would be regarded as President of the Mission ; and in reply to an enquiry from the Committee, the Government of India intimated, by wire under date 17th September, that arrangements were being made for transport in Persia at Government expense ; that Government would pay the travelling expenses of the delegates to and from Bunder Abbas, as also the cost of suitable outfit of tents, necessary camp furniture, horses, etc.

In reply to this telegram the Committee, after careful consideration, informed the Government of India by wire on 21st September 1904 that they were **not satisfied with this arrangement** ; that the Chamber was only authorised to pay a certain sum to cover the salaries of the delegates and the cost of purchasing samples, and it was added, "All other expenses of every kind including food, tinned provisions, medicines, delegates' servants and syces' outfit, wages of two latter and so forth must be defrayed by Government. Chamber can take **no responsibility** and delegates must be considered in Government charge from date of leaving Bombay, every expense being paid and all arrangements for food, etc., *en route*, made by Government. Chamber must also request Government official as President of Mission. Otherwise, and unless all above conditions accepted, they must withdraw. If these proposals satisfactory, please say if horses, etc., as mentioned in Government telegram with delegates' servants and

syces' outfit may be purchased at Bombay at Government expense; also say if cook should be engaged. Please also write fully all details regarding Mission.

In reply, the following message was received from the Government of India, dated 27th September 1904:—

"The basis on which the Government of India are prepared to proceed in regard to the cost of the Mission was explained in our telegram * of the 28th October, which conveyed the offer of a grant to each of delegates nominated of a sum to be agreed upon as representing actual travelling expenses, including cost of locomotion for the individual and a reasonable amount of baggage and camp equipage. In our telegram of the 17th September it was explained that the Government of India are prepared to treat the above as including actual travelling expenses of delegates to and from point of entry into and departure from Persia, the provision of free transport in Persia and the cost of suitable outfit of tents, camp furniture, horses, etc. No estimate of cost of such outfit has yet been received, but Government are prepared to agree to any reasonably liberal scale. More than this they regret they are unable to offer, and they find it impracticable to undertake responsibility of themselves catering for the members of the Mission. Personal servants other than the single one whom the Consul at Kerman is deputing to assist those taken by the several members must be provided by each individual himself and food also must be arranged by each delegate according to his own discretion. As regards the question of an Official President you were informed in my letter, 2nd June, that the Mission would be purely commercial in character, and that the delegates would be selected on grounds of their interest in trade and knowledge of trade requirements. Government of India have no officer available

* *Note*—Not telegram, but letter No. 2583, see page 878 of Chamber's Report for 1903.

suited for post of President, and moreover have informed Persian Government that no European official will accompany the Mission. They regret, therefore, that they are unable to accede to Chamber's wishes on this point. Government of India trust that your nominees will not withdraw. They will be glad to hear again from your Chamber at once as Consul at Kerman is already collecting transport."

On further consideration of the matter and in view of the position assumed by Government, the Committee **came to the conclusion that they must withdraw** from the Mission, as the extent of their **liability was indefinite**, and Government moreover were unable to undertake the management and responsibility. They accordingly telegraphed to this effect to the Government of India on 29th September 1904.

Towards the end of October 1904 the Government of India published an Official *Communiqué* regarding the Mission and the withdrawal of the Bombay Chamber of Commerce. It will be seen from the preceding paragraphs that when the Chamber was first approached they readily agreed, in conjunction with the Millowners' Association, to pay the salaries of their representatives and bear the cost of collecting samples. But, as stated above, they were unable to accept a general and indefinite responsibility for the conduct of the expedition and for such large expenditure as might be entailed. The reasons for these reservations will be obvious to members. The appointment of an official President was, in the view of the Committee, the surest guarantee that all interests represented in the Mission should have a fair opportunity. And unless Government assumed the general management of the Mission there was no assurance that the representatives of Bombay, hampered by the necessity of making their own commissariat and kindred arrangements, would be also able to devote to their commercial work that undivided attention necessary for

the full accomplishment of their purpose. To neither of these points were the Government able to agree. (*Appendix* X-7.)

TRADE WITH PERSIA.

Mr. Greensill's Mission.

Towards the end of September Mr. T. J. Greensill, Government Canvasser for trade for the Nushki-Seistan route, arrived in Bombay. Previous to this the Chamber received a communication from the Government of India, together with a copy of Mr. Greensill's programme of his tour through India, with an intimation that it was forwarded, as the Chamber might wish to take advantage of his visit to Bombay to obtain from him any information or advice which he might be in a position to offer. On Mr. Greensill's arrival the Committee arranged with him to exhibit, in the rooms of the Chamber, samples of goods for which there was a demand in Persia. The Exhibition took place on Wednesday and Thursday, 28th and 29th September, 1904, and was largely attended by members.

(*Extract from "Times of India," 30th September* 1904).

In regard to the question of the development of trade between India and Persia, by the Nushki-Seistan route, through Baluchistan, Bombay traders have had an opportunity, during the past day or two, of making themselves acquainted with its possibilities through an exhibition of samples of goods for which there is a demand in Persia. The exhibition has been arranged at the rooms of the Bombay Chamber of Commerce, and has been under the personal superintendence of Mr. T. J. Greensill, Government Canvasser for trade for the route in question, who has just returned from Persia.

Yesterday a representative of the "Times of India" took an opportunity of seeing Mr. Greensill and of looking through the samples he has selected. There can be no doubt that his mission has been the means of collecting a great amount of information about Persian trade, and it should assist very largely to encourage the flow of commerce between the two countries.

Mr. Greensill first went to Persia about two years ago with a large caravan of Indian tea, and it was after he had made an extensive tour through some of the principal trade centres of the land and through Russian-Turkestan that he undertook his work for Government. Mr. Greensill, therefore, has had a valuable experience of Persian trading affairs, both as a private trader and as an official inquirer. Put very briefly his conclusions are that glassware, enamelware, piece-goods, tea, indigo, rice, spices and haberdashery are the goods that are to be taken to Persia for trade with the best promise of a good return, and he considers that assafœtida, wool, hides, and skins, Kanevez silk, shirkhesht, and almonds are the best articles to buy in return. Questioned as to trading in carpets from Persia, Mr. Greensill said there was a "fair trade if you know the business," but he advised those who were not experts to keep away from it. The transport is too expensive, he says, to make the importation of cane sugar into Persia profitable, Russian and other beet sugar being cheap, and as regards tobacco there is practically no market for cigars, while cigarettes would have to compete with the native product selling at from two rupees eight annas to three rupees per thousand.

Speaking of the question of transport, Mr. Greensill said, of course it was slow and expensive according to modern reckoning, but there need be no quakes as to the safety of the Nushki-Seistan route. Goods go to Quetta by rail and this spring the railway will have been extended to Nushki, 91 miles further on. From this point transport is by camel

through Baluchistan to Killa Robat; on the Persian frontier, a distance of 368 miles, and then camels or mules are used for the remaining 113 miles to Seistan. Beyond Seistan mules would be used ordinarily.

"And you got through with your 30,000 lbs. of tea alright, did you, Mr. Greensill?"

"Oh yes," was the reply. In fact, Mr. Greensill added humorously, if it had all been stolen that would have paid him just as well. At Seistan he lost some carpets, but the Persian authorities made good the loss within a week. One of his horses was stolen about four miles from Meshed and a complaint through the Consul resulted in prompt payment for that also. If anything is stolen the village in which the theft occurs is compelled to make it right.

Mr. Greensill's samples of goods for which there is a demand in Persia were a very mixed collection. There were silks of all kinds, some of native make and others embroidered, embossed, and printed, imported from France. Cotton goods of almost every description, printed and otherwise, were displayed, and most of these came from England or from Russia. Some samples of white shirting showed how the Russian traders carry on competition. One of these samples bore the name of a Manchester firm. It had the words "Prima" and "superior manufacture" upon it in blue letters, and there were a small green label and two large printed floral decorations with the name of the manufacturing firm. The Russians had an article which was an almost exact copy. The blue lettering was the same, the green paper label was copied, and even the floral decorations—but the shirting was an inferior quality. Mr. Greensill also had some samples of Cawnpore flannel which he had taken into Persia with a view to doing business, but the Persians found it too dear. Venetian and Bradford cloth, the former imported through Russia and the

latter *via* Constantinople, were also among the articles saleable in Persia, and others were muslin, satin shawls and cotton-satin shawls, at present brought in from France and Russia, printed cotton handkerchiefs as used by the women for head-gear, and so forth. "They like," Mr. Greensill said, "a good bright, showy article, and they don't mind if it doesn't last long; but it must be cheap."

A cheaply made looking glass was exhibited as something the Persians would buy and Mr. Greensill had a number of shoes of the type usually worn by them. A few English shoes seem to find their way into Persia but many more come from Russia, and the samples that were shown were on the Russian model. Some samples of leather which accompanied the shoes included a piece which had been cured in Bombay, but it was all of a rough description. Mr. Greensill had a few samples of small glassware, ornamental in design, and these, he said, were in considerable demand. The Persians have a considerable selection of teas taken in to them through different channels. Mr. Greensill himself carried them 30,000 lbs. of Indian tea and sold it at satisfactory prices. The poorer classes buy their tea loose, but the people who are better off prefer to have it "done up." And it is in respect to this latter trade that the Russian outstrips his British, or Indian, rival, for while the latter puts his tea up in pound tins in a very rough and ready fashion, the Russian samples were beautifully packed in decorated tins and boxes and glass jars of several sizes. The result is that a pound of Russian tea will sell for double the price of the Indian article though the latter may be of much better quality.

Mr. Greensill had a lively appreciation of the way in which the Russians are endeavouring to cut out the British trader. He had been surprised to find English goods in the most remote districts and on one occasion came across the productions of a Manchester house at Kuchan, which is 90 miles north of

Meshed and within 70 miles of Askabad, on the Russian Trans-Caspian railway. At Seistan and Birjand there was a lot of British goods. The Persians in fact, preferred the British article, but the Russian was generally cheaper, and everything must be cheap to obtain a sale.

WHEAT.

(See *Report*, 1903, *p.* 198.)

The following figures show the total acreage and outturn of Wheat in each official year from 1884-85 to 1903-04 :—

TABLE I.

Year.	Acres.	Outturn in tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,864,550	7,093,529
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04*	28,233,235	9,566,843

* *Note.*—The figures for 1903-04 are subject to revision.

The **Report on the Area and Yield of certain Crops** does not go back further than 1891-92, so that it is thought well to preserve the Chamber's table of total acreage and yield for the years back to 1884-85, and to correct and bring it up to date according to the latest returns.

N.B.—The figures for the years 1884-85 to 1890-91 are, according to the former practice of the Chamber, taken from the final General Memorandum on the Wheat Crop issued by the Government Statistical Department, and those for the years 1891-92 to 1903-04 from the official Annual Report of actual "Area and Yield" by the same Department. The following extract from Mr. J. A. Robertson's Review of the Trade of India for 1903-04 (page 21) gives an authoritative history of the Wheat Crop of the past year; but it must be borne in mind that the figures close at the end of March, so that those relating to exports do not include the large quantities that were shipped in later months :—

> As was anticipated the excellent harvest reaped in the spring of 1903 was followed by a large export of wheat, which exceeded the trade of 1902-03 by 780,958 tons or 152 per cent., the rise in value being 657⅓ lakhs or 146 per cent. The fact that the exports of 1902-03 exceeded those of any of the three years immediately preceding it might lead to the inference that last year's trade was abnormal, but a wider view of past conditions rather justifies its being regarded as a full and healthy recovery from years of abnormal depression. An export duty on wheat existed till 1873, and it was not till the last quarter of the nineteenth century that extension of railways gave proper facilities for export. Then came the severe famine period of 1877-79, recovery from which did not manifest itself till 1880-81, and with an increase in the following year of 167 per cent. above the highest figure previously recorded, a total not far short of a million tons was

attained from then till the present time, that is, in twenty-three years the trade has shown great fluctuations, but practically no progress, and it is instructive to contrast the seven worst and the seven best years (000 omitted).

Worst Years.			Best Years.		
	Cwt.	Rs.		Cwt.	Rs.
1894-95 ...	6,888	2,56,53	1881-82 ...	19,863	8,60,41
1895-96 ...	10,003	3,91,39	1883-84 ...	20,956	8,87,76
1896-97 ...	1,911	83,64	1885-86 ...	21,060	8,00,23
1897-98 ...	2,393	1,34,11	1886-87 ...	22,263	8,62,59
1899-1900 ...	9,704	3,90,95	1891-92 ...	30,503	14,36,05
1900-01 ...	50	3,01	1898-99 ...	19,520	9,71,97
1901-02 ...	7,322	3,25,59	1903-04 ...	25,911	11,08,89

"The average annual export for the whole period is 706,118 tons, but for the first twelve years it is 911,099 tons against 482,501 tons for the last eleven years, for all the worst years fall in the later period which contains only two of the best years. The period of serious crop failures, which started in 1895-96, had greatly reduced the area placed under wheat, and though 4⅘ million acres were added this year, the deficiency has not been made up. The area in Northern India, where the crop is most productive and is largely irrigated, has, however, increased greatly, and the yield from this year's harvest, which exceeds that of the previous year by 1·6 million tons, is by far the largest known. An insufficient margin between prices in India and Europe has, however, often restricted the export trade when supplies were ample, but both conditions were favourable last year and are still more so this year, for prices in India are lower than they have been for five years, and the great falling off in supplies from America makes it unlikely that European prices will decline. There should, therefore, be a very large export this year. The conditions also seem favourable for the continuance of a remunerative demand for Indian wheat and large exports unless the prospects are

marred by bad seasons, for wheat, though assisted by irrigation, is an uncertain crop, and an extensive failure of other food grains through a defective monsoon would necessarily enhance the price of wheat, though that crop did not suffer.

"As in the case of rice, large shipments of wheat are made to Egypt to await orders for delivery, and the correction of the record according to the final destinations, although a shipment of 4,650 tons is still unadjusted, has reduced the share of Egypt from 23 to 1 per cent. of the total. Next to the United Kingdom which absorbed 1,061,600 tons or 82 per cent., Belgium with 140,130 tons had the largest share followed by France with 44,900 tons and Japan with 9,000 tons.

"One of the most interesting tendencies shown by the returns is the advance of India as a wheat producing country. The outturn in 1903-04 was nine-and-a half million tons more than the next highest figures touched during the past thirteen years, and these were in 1902-03. The bumper crop was in the main due to an exceptionally favourable season. In the Punjab the seasonal conditions could hardly have been better, though it is depressing to find it recorded that plague was so virulent in the Jhelum Colony that a large proportion of the new settlers fled to their old homes, abandoning a considerable area of splendid wheat which was left to rot on the ground. But whilst the exceptional outturn of last year arose from more favourable conditions than can generally be reckoned upon, the fact remains that the development of irrigation in the Punjab and Sind has brought a large area under wheat which permanently strengthens the position of India as a wheat producing centre."

In 1901 the form of Table II was modified in view of the occurrence of a cycle of short crops which vitiated any

averages in which the figures for the lean years might be included. Columns were introduced showing for each Province, and for each group of Provinces, the average acreage and average yield for the five years anterior to the period of shortage and for the five years of shortage ending 1900-01. Seeing that the conditions of shortage persisted in 1901-02, the figures for that year are now included in the average of the period of shortage, which thus becomes one of six years. The figures for 1901-02 (which on rectification show—both in respect of acreage and yield—a considerable increase on the tentative figures published last year) mark a return to the normal so far as all India is concerned, although those for the Provinces supplying Bombay, appear more of the nature of a transition. Those for the year 1903-04 transcend the normal considerably both in the matter of area and yield, and this holds good of the provinces supplying Bombay as well as of the country as a whole. But it will be seen that Bombay shows a continuous decline in yield though in area there is a slight increase. The increase would have been greater but for the extensive conversion of lands to cotton growing in Ahmedabad, Dharwar and Poona; while the decline in Yield is mainly due to the lack of moisture in parts of Nasik, Ahmednagar, Poona and Sholapur.

In the year 1901 the form of the same Table was also adapted to show separately the totals for the group of Provinces supplying the port of Bombay. This is retained; and the only matter that calls for special mention is the series of corrections made in the Central India and Punjab figures under the heading "Yield", and in the column "Average of 5 years anterior to 1896-97." These result from rectifications which have been made by the Director-General of Statistics in respect of single years and which appear in the last issue (No. 6) of the Blue-book "Area and Yield," page 34.

TABLE II.

Share of each Province of Area and Yield for 1902-03 and 1903-04.

Provinces.	Area.				Yield.			
	Average of 5 years anterior to 1896-97.	Average of 6 years anterior to 1902-03.	Of last year's crop 1902-03 (rectified).	Of current year's crop 1903-04.	Average of 5 years anterior to 1896-97.	Average of 6 years anterior to 1902-03.	Of last year's crop 1902-03. (rectified).	Of current year's crop 1903-04.
	Acres.	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Tons.
Bombay (including Native States)	2,428,701	1,670,653	1,797,245	1,934,873	608,365	371,704	532,601	515,760
Central Provinces	3,638,960	2,159,263	2,284,908	2,912,187	593,462	424,277	666,589	750,148
Berar	887,470	291,619	316,955	452,662	145,332	30,611	34,625	85,581*
Rajputana	1,511,405	914,742	818,399	1,125,277	373,148	205,204	190,841	297,162
Central India	1,799,978	1,322,922	1,182,398	1,972,446	*336,954	220,435	408,843	488,545
Sind	521,362	457,682	331,608	551,971	153,809	112,542	75,987	192,409
Hyderabad	1,446,969	744,693	651,992	1,134,769	91,506	33,415	53,724	100,535
Total of Provinces supplying Bombay	12,234,843	7,561,574	7,283,405	10,074,185	2,302,576	1,387,188	1,963,210	2,430,140
Punjab, including N.-W. Frontier Provinces ...	7,311,460	7,580,633	7,818,100	8,759,762	2,072,967	2,163,035	2,549,308	3,378,354
United Provinces of Agra and Oudh	6,199,032	6,120,090	6,909,549	7,884,970	1,861,094	2,262,426	2,972,497	3,230,018
Bengal	1,432,080	1,491,833	1,417,000	1,508,600	441,380	512,117	485,900	527,800
Mysore	2,951	3,548	5,123	5,718	202	324	531	630
GRAND TOTAL ...	27,180,366	22,757,678	23,433,177	28,233,235	6,678,219	6,325,090	7,971,446	9,566,842

* Revised Estimate (See Area and Yield, Sixth Issue, Page 34.)

Taking the figures for the five years anterior to the period of shortage as 100, *i.e.*, the normal, those for subsequent periods and years show the following decreases and increases:—

WHEAT, AREA AND YIELD.

PERCENTAGE INCREASES AND DECREASES.

Figures for the 5 years anterior to 1896-97 taken as 100.

TABLE III.

Period.	Area.			Yield.		
	Bombay proper.	Provinces supplying Bombay.	All India.	Bombay proper.	Provinces supplying Bombay.	All India.
5 years before shortage	100·00	100·00	100·00	100·00	100·00	100·00
6 years of shortage...	67·78	61·80	83·72	61·09	60·24	94·61
Year 1902-03 ...	74·00	59·52	86·22	87·55	85·305	119·37
Year 1903-04 ...	79·25	82·34	103·88	105·54	105·54	143·25

The following is a note of the yield per acre in the various periods and Provinces :—

Provinces.	Average of 5 years anterior to 1896-97.	Average of 6 years anterior to 1902-03.	Year 1902-03.	Year 1903-04.
Bombay proper ...	0·255	0·223	0·296	0·268
Provinces supplying Bombay	0·188	0·183	0·269	0·246
All India	0·246	0·278	0·340	0·338

It is probably well to point out again that too much reliance must not be placed on comparisons of figures purporting to show the yield per acre; for not in India alone it has been found that, even when crop conditions remain constant, improved methods of record and computation frequently produce contrasts. And it must be borne in mind

that a reduced yield per acre in times of shortage is as often due to sparse sowing as to any failure of fertility.

Exports.

The following table gives the exports of wheat from Bombay, Karachi and Calcutta in each year since 1895, as also the average of the period 1891-95, which may be taken as normal, and for the period 1896-1901, which may be taken as the period of short crops.

Exports of Wheat from India to Europe in thousands of tons.

From	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	Average. 1896 to 1901	Average. 1891 to 1895
Bombay ...	265	139	10	2	...	143	289	...	71	126	84	318
Karachi ...	1,223	776	468	258	...	324	442	49	51	356	187	336
Calcutta ...	434	189	36	1	...	128	165	...	4	50	50	103
Total...	1,922	1104	514	261	...	595	896	49	126	532	321	757

It will be noted that the year 1904 marked a very great increase in the quantity exported, and constituted what is called a "record"; but it must be borne in mind that the ratio of increase in exports greatly exceeds the ratio of increase in area. It would seem, moreover, from a comparison of exports with estimated yield that, allowing for error, the Indian demand for wheat amounts to some six millions of tons and that the balance of production is available for export.

The following extract from an article on page 7 of the *Times* of 10th December 1904, is worth reproducing :—

"In 1902, out of a total import of 68,265,964 cwts. of "wheat into the United Kingdom, during the ten months "January to October, the United States sent us 37,292,375 "cwts. and India 7,340,924 cwts. In two years this

"situation has wholly changed, and between January and "October of the current year India has sent us 20,469,100 "cwts. and the United States, only 6,541,100 cwts. "Argentina comes next with 18½ million cwts. and Russia "third with nearly 17 millions."

As possibly affording some indication of the effect produced internally by the increased external demand for Indian wheat, it is interesting to watch the level of retail prices appended. But it is well to keep in mind that the closing of the mints has necessarily tended to the lowering of rupee prices, and that the occurrence of a series of famines before the effect of that measure on exchanges was fully developed, makes it difficult to constitute a basis for comparison, except such as is afforded by a comparison of the movement of wheat prices with the movement of general prices of food-grains.

The course of Retail Prices of Wheat as given by the Director-General of Statistics has been recorded in the reports for the last two years, and is here brought up to date :—

Seers to the Rupee.

		Panjab.	United Provinces.	Central Provinces.	Bombay.
March	1894	23·88	16·19	18·06	13·12
„	1895	21·62	15·19	14·56	14·56
„	1896	14·25	12·25	13·88	13·37
„	1897	8·25	8·88	9·0	7·75
„	1898	14·37	12·94	11·19	9·56
„	1899	17·5	17·19	15·0	12·94
„	1900	11·81	13·31	9·44	7·62
„	1901	11·23	10·5	8·87	8·18
„	1902	15·56	14·31	12·75	9·19
„	1903	15·01	14·75	13·82	10·85
„	1904	16·85	15·67	14·76	13·24
April	„	17·56	15·67	15·62	13·53

IMPORTS.

The imports of wheat into India during the year 1903-04 were restricted to a small lot of 941 tons shipped to Bombay from Persian Gulf.

COTTON.

(See *Report* 1903, *page* 204.)

The receipts of cotton into Bombay in the season 1903-04 fell short by some 300,000 bales of those for the previous year which, however, were a record. This is a decline of about 12·4 per cent. and places the exports practically on the level at which they stood two years ago. The figures for the calendar year mark a decline of about 240,000 bales or 9·5 per cent. But in either case the advance on the average arrivals in the ten years ending 1902 is one of about 28 per cent.

Receipts of Cotton into Bombay of each growth

(000's omitted)

Growths.	Seasons, 1st July to 30th June.				Average 1892-93 to 1901-1902.	Calendar years.				Average 1893 to 1902.
	1903-04.	1902-03.	1901-02.	1900-01		1904.	1903.	1902.	1901.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish and Central India	364	465	324	375	295	293	523	288	395	293
Barsee and Nugger ..	133	148	227	171	113	116	166	202	194	113
Berar and Central Provinces	640	813	702	799	419	734	792	683	881	430
Total Oomras ..	1,137	1,426	1,253	1,345	827	1,143	1,486	1,173	1,470	836
Dhollera..	317	196	65	63	280	322	210	48	82	276
Broach	209	181	96	117	132	200	182	95	117	132
Compta and Dharwar..	187	110	129	67	131	200	139	129	70	131
Westerns	26	26	25	12	26	32	26	33	7	26
Bengal { Rajputana & N. W. Provinces ..	217	452	488	244	304	295	395	511	311	314
Sind	53	50	64	12	36	57	69	55	29	37
Persian	2	4	9	9	9	2	2	10	7	8
Other Sorts	3	9	13	27	15	14	5	11	16	14
Total ..	2,151	2,454	2,142	1,896	1,760	2,274	2,513	2,065	2,062	1,774

For purposes of comparison the arrivals of each growth are shown in the annexed statement in thousands of bales in each of the past four seasons and four calendar years and the average of the decades in the same periods.

The total exports of cotton from Bombay in the season year ending 30th June 1904 showed an increase of some 210,000 bales as compared with the previous season year ; but that the greater part of this was exported in the latter end of 1903 is

shown by the decline of something like 260,000 bales in the total exports for the calendar year 1904. This is true also of the exports to Europe ; for while the season year ending 30th June 1904 shows a rise of 115,000 bales, the calendar year 1904 shows a falling off of 32,000. The same feature appears in the exports eastward and is naturally especially marked in the case of Japan and China. The local mill consumption as returned shows an intensification of the decline visible in last year's figures. It is necessary to bear in mind that there is some uncertainty as to the correctness of the estimates of mill consumption. This matter has been repeatedly alluded to by the Secretary of the Millowners' Association, who has pointed out the very marked discrepancies disclosed by a careful analysis of the various figures relating to cotton production, consumption and exportation. It has been stated by the Millowners' Association that the attention of Government had been drawn to this question; and in the recent issue of the Bluebook "AREA AND YIELD OF CERTAIN PRINCIPAL CROPS" (Sixth Issue) a subsidiary table has been added in which the nature of the discrepancy is to some extent analysed.

(*Export of Cotton and Mill Consumption*)

(000's omitted).

To	Years ending 30th June.				Average 1893-93 to 1901-02	Years ending 31st Dec.				Average 1893 to 1902.
	1903 & 1904	1902 & 1903	1901 & 1902	1900 & 1901		1904	1903	1902	1901	
	Bales.	Bales.	Bales.	Bales	Bales.	Bales.	Bales	Bales.	Bales.	Bales.
Great Britain	95	75	9	58	32	94	75	15	41	32
Continent	941	846	516	562	559	832	883	563	516	560
Total Europe ..	1,036	921	525	620	591	926	958	578	560	592
China and Japan ..	405	337	720	315	332	321	555	502	566	335
Calcutta and Coast Ports	18	12	12	25	35	15	14	12	18	33
Total Eastward..	423	349	732	340	367	336	569	514	584	368
Total Exports	1,459	1,270	1,257	960	958	1,262	1,527	1,092	1,144	960
Mill Consumption ..	973	986	987	696	802	*973	*986	*987	*696	*802
Grand Total ..	2,432	2,256	2,244	1,656	1,760	2,235	2,513	2,079	1,840	1,762

* Years ending 30th June.

Analysing the foregoing table, we find that the total arrivals in Bombay in the twelve months ending 30th June 1904 were disposed of as follows :—

DISTRIBUTION OF RECEIPTS.

Exports to United Kingdom ...	3·906	per cent.
„ „ Continent of Europe ...	38·693	„
„ „ China and Japan ...	16·653	„
„ „ Calcutta and Coast... ...	0·740	„
Total Exports	59·992	„
Mill Consumption	40·008	„
	100·000	

It is interesting also to analyse the increases and decreases shown by the various items in Table II, so far as they relate to shipments:—

EXPORTS OF COTTON.

PERCENTAGES OF INCREASE OR DECREASE.

	Season ending 30th June 1904. per cent.	Year ending 31st Dec. 1904. per cent.
Exports to Europe	+ 12·48	— 3·34
„ „ China and Japan ...	+ 20·17	— 42·16
„ „ Calcutta and Coast...	+ 50·00	+ 7·14
Total Exports	+ 14·88	— 17·35
Increase of total exports on Average of preceding Ten years ...	38·18	26·84

Receipts of Cotton at Bombay in November and December of the specified years, and the total for the first six months of each season since 1896.

(In thousands of Bales.)

Growth.	1904.	1903.	1902.	1901.	1900.	1899.	1898.	1897.	1896.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish and Central India.	43	101	43	67	67	42	65	44	63
Berar and Central Provinces	234	126	156	152	145	51	166	44	75
Total Oomras ..	277	226	199	219	212	93	231	88	138
Bengal { N.-W. Provinces and Rajputana. }	157	85	135	106	58	128	40	29	88
Total new Crop ..	434	311	334	325	270	221	271	117	226
Old Crop growth from 1st July to 31st December ..	191	192	109	156	86	238	152	135	175
Total Old and New Crop	625	503	443	521	356	459	423	252	401

The percentage increases and decreases shown by these figures are as follows :—

	Season ending 30th June 1904.	Year ending 31st Dec. 1904.
As compared with the preceding year ... ...—	12·34 p. c.	—9·51 p. c.
" " Average of ten preceding years...	+22·21 p. c.	+28·18 p. c.

(Actual clearances of Cotton from Bombay to different Ports in Europe during the Years 1903 *and* 1904.)

Names of Ports.	1904.			1903.			Increase or Decrease.	Percentage.
	6 months ending 30th June.	6 months ending 31st December.	Total for 12 months.	6 months ending 30th June.	6 months ending 31st December.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool ..	72,004	6,301	78,305	57,828	4,070	61,898	+16,407	26·50
London	3,661	721	4,382	858	775	1,633	+2,749	168·34
Hull	6,806	..	6,806	7,173	2,358	9,531	—2,725	28·59
Manchester ..	4,670	..	4,670	1,987	200	2,187	+2,483	113·53
Marseilles ..	4,367	215	4,582	6,230	1,914	8,144	—3,562	43·73
Havre	41,461	2,004	43,465	34,676	4,726	39,402	+4,063	10·31
Dunkirk	64,717	2,019	66,736	64,099	6,198	70,297	—3,561	5·06
Antwerp	134,105	7,458	141,563	129,599	32,036	161,635	—20,072	12·41
Ghent	350	50	400	1,160	..	1,160	—760	65·51
Bremen	25,890	716	26,606	20 118	4,071	24.189	+2.417	9·99
Hamburg.. ..	135,630	6,175	141,805	149,930	35,774	185,704	—43,899	23·63
Barcelona ..	51,012	3,858	54,870	39,096	10,782	49,878	+4,992	10·00
Genoa	87,966	11,457	99,423	70,475	19,917	90,392	+9,031	9·99
Naples	4,950	1,600	6,550	4,010	2,300	6,310	+240	3·80
Venice	50,499	8,107	58,606	49,665	18,269	67,934	—9,328	13·73
Leghorn	1,455	100	1,555	2,100	310	2,410	—855	35·47
Catania	1,400	500	1,900	500	555	1,355	+545	40·22
Trieste	127,810	17,424	145,234	109,074	27,460	137,438	+7,801	5·67
Fiume	13,853	770	14,623	9,646	2.406	12.052	+2,571	21·33
Odessa	18,616	..	18,616	16,600	4 000	20,600	—1,984	9·63
Gothenburg ..	1,425	211	1,636	1,400	420	1,820	—184	10·11
Malmo	300	..	300	300	200	500	—200	40·00
Norrkoping ..	110	100	210	..	110	110	+100	90·90
St. Petersburg ..	..	..	..	800	..	800	—800	..
Riga	1.000	..	1.000	..	200	200	+800	400·00
Constantinople ..	2.152	..	2,152	25	600	625	+1,527	244·32
Total..	556,209	69,786	*625,995	778,549	179,650	958,199	† 32,204	—3·36

* This does not include 300 Bales exported to America.

† Net decrease.

RAINFALL OF THE CALENDAR YEAR 1904.

(*See Chamber's Report*, 1903, *p.* 208.)

The following table, in which the year is divided into the Meteorological seasons observed by the Meteorological Department, is compiled from the reports issued by that office in order to present in condensed form a definite record of the weather of the past year :—

	STATIONS.	FROM 1ST NOV. 1903 TO 31ST MAY 1904.			FROM 1ST JUNE TO 31ST OCT. 1904.			FROM 1ST NOV. TO 31ST DEC. 1904.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Area.	Bushire	4·80	12·03	— 7·23	..	0·08	....	..	5·03	..
	" (30th)	4·80	12·03	— 7·23	..	..	....	5·77	4·95	+0·82
	Jask	4·05	4·29	— 0·24	0·00	0·17	— 0·17	0·62	1·27	—0·65
	Muscat	1·60	4·01	— 2·41	0·00	0·42	— 0·42	0·73	0·87	—0·14
	"	..	..	....	..	..	....	..	0·87	—0·14
	Aden	1·44	2·65	— 1·21	..	0·32	....	0·73	0·60	..
	" (30th)	..	2·65	....	..	..	....	0·00	0·57	—0·57
Punjab and N.-W. Provinces.	Lahore	7·57	4·56	+ 3·01	4·83	15·54	—10·71	0·06	0·45	—0·39
	Sirsa	1·66	2·78	— 1·12	6·92	11·65	— 4·73	0·10	0·32	—0·22
	Delhi	2·67	4·01	— 1·34	26·17	24·08	+ 2·09	1·56	0·64	+0·92
	Agra	1·06	2·17	— 1·11	31·66	26·25	+ 5·41	1·77	0·40	+1·37
	Cawnpore	2·20	2·37	— 0·17	55·99	33·57	+22·42	1·82	0·61	+1·21
	Allahabad	0·67	2·40	— 1·73	39·11	38·33	+ 0·78	1·51	0·49	+1·02
	Jhansi	2·94	2·19	+ 0·75	40·95	36·32	+ 4·63	1·09	0·37	+0·72
Sind & Rajputana.	Jacobabad	2·36	1·27	+ 1·09	0·30	2·51	— 2·21	0·01	0·20	—0·19
	Karachi	4·62	1·61	+ 3·01	0·00	6·65	— 6·65	0·11	0·20	—0·09
	Joypore	1·84	2·06	— 0·22	21·33	23·99	— 2·66	1·64	0·39	+1·25
	Ajmere	2·70	2·04	+ 0·66	13·35	19·77	— 6·42	0·75	0·47	+0·28
Gujarat and Central India.	Deesa	0·38	0·76	— 0·38	5·68	23·36	—17·68	0·00	0·23	—0·23
	Ahmedabad	1·05	0·69	+ 0·36	8·55	32·55	—24·00	0·00	0·45	—0·45
	Bhuj	0·86	0·62	+ 0·24	4·02	13·90	— 9·88	0·40	0·19	+0·21
	Jamnagar	2·04	1·15	+ 0·89	8·74	22·57	—13·83	0·00	0·91	—0·91
	Dwarka	0·70	..	....	2·27	....	....	0·00	....	..
	Rajkot	1·85	0·72	+ 1·13	11·39	27·40	—16·01	0·00	0·37	—0·37
	Bhav'gar Para	1·09	0·85	+ 0·24	10·99	18·89	— 7·90	0·00	0·54	—0·54
	Veraval	0·28	0·71	— 0·43	6·65	17·53	—10·88	0·00	0·68	—0·68
	Neemuch	1·73	1·43	+ 0·30	18·83	28·64	— 9·81	0·11	0·47	—0·36
	Indore	1·37	1·62	— 0·25	17·36	32·02	—14·66	0·08	0·47	—0·39

	Stations.	From 1st Nov. 1903 to 31st May 1904.			From 1st June to 31st Oct. 1904.			From 1st Nov. to 31st Dec. 1904.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Berar and Central Provinces.	Saugor ..	3·18	2·97	+ 0·21	36·36	45·60	— 9·24	0·58	1·03	—0·45
	Jubbulpore ..	2·32	3·22	— 0·90	38·94	55·89	—16·95	0·56	0·76	—0·20
	Hoshangabad	3·89	2·39	+ 1·50	29·40	49·49	—20·09	0·00	0·98	—0·98
	Khandwa ..	2·45	1·57	+ 0·88	15·75	29·78	—14·03	0·05	0·66	—0·61
	Raipur ..	4·46	3·38	+ 1·08	43·11	47·27	— 4·16	0·00	0·71	—0·71
	Nagpur ..	1·88	3·78	— 1·90	31·55	45·71	—14·16	0·04	1·29	—1·25
	Amraoti ..	1·48	2·90	— 1·42	23·97	31·73	— 7·76	0·00	1·16	—1·16
	Akola ..	1·02	2·85	— 1·83	25·70	31·31	— 5·61	0·00	1·29	—1·29
Bombay	Surat ..	0·81	0·43	+ 0·38	22·20	43·60	—21·40	0·00	0·17	—0·17
	Malegaon ..	0·88	1·77	— 0·89	18·63	22·31	— 3·68	0·01	0·76	—0·75
	Bombay ..	0·07	1·47	— 1·40	33·34	73·74	—40·40	0·00	0·55	—0·55
	Poona ..	0·51	3·40	— 2·89	12·78	24·49	—11·71	0·00	1·25	—1·25
	Ahmednagar	0·43	3·03	— 2·55	15·12	19·39	— 4·27	0·00	1·09	—1·09
	Aurangabad	0·44	..	....	31·07	..	....	0·00	....	..
	Sholapur ..	1·51	3·41	— 1·90	22·20	27·57	— 5·37	0·00	1·62	—1·62
	Ratnagiri ..	0·30	2·19	— 1·89	96·25	105·16	— 8·91	0·00	0·47	—0·47
	Bijapur ..	4·18	4·43	— 0·25	12·91	20·15	— 7·24	0·00	1·28	—1·28
	Belgaum ..	7·71	6·77	+ 0·34	41·22	43·36	— 2·14	0·00	1·88	—1·88
	Mormugoa ..	4·22	4·82	— 0·60	91·71	88·61	+ 3·10	0·00	1·16	—1·16
Malabar Coast and Mysore.	Karwar ..	3·81	6·08	— 2·27	111·35	117·69	— 6·34	0·00	2·15	—2·15
	Mangalore ..	8·46	11·56	— 3·10	123·80	110·38	+13·42	0·00	3·10	—3·10
	Calicut ..	21·97	18·77	+ 3·20	105·67	96·34	+ 9·33	0·00	5·69	— 5·69
	Cochin ..	32·16	20·05	+ 3·11	90·12	86·37	+ 3·75	1·78	7·91	—6·13
	Bangalore ..	19·46	10·00	+ 9·46	21·08	25·06	— 3·98	0·07	3·81	—3·74
Madras.	Hyderabad Dc.	4·40	4·10	+ 0·30	20·10	27·46	— 7·36	0·00	1·65	—1·65
	Masulip'am ..	16·27	9·23	+ 7·04	28·78	31·68	— 2·90	3·12	7·08	—3·96
	Bellary ..	14·64	5·06	+ 9·58	18·15	14·67	+ 3·48	0·00	2·08	—2·08
	Cuddapah ..	21·73	7·77	+13·96	9·58	24·93	—15·35	0·29	5·13	—4·84
	Madras ..	39·31	22·36	+16·95	15·18	28·03	—12·85	3·54	20·10	—16·56
	Coimbatore ..	16·36	9·60	+ 6·76	10·07	11·30	— 1·23	0·31	4·51	—4·20
	Trichinopoly	20·27	14·32	+ 5·95	14·45	18·22	— 3·77	2·68	7·85	—5·17
	Negapatam ..	42·02	33·42	+ 8·60	9·73	22·14	—12·41	14·64	28·78	—14·14
Ceylon ..	Colombo ..	31·64	52·99	—21·35	42·13	36·58	+ 5·55	5·51	19·92	—14·41

IMPORTS OF COAL INTO BOMBAY BY SEA AND RAIL.

The following return of the Imports of Coal into Bombay by Sea and Rail in the years 1898 to 1904 is prepared for information of members :—

From	1898.	1899.	1900.	1901.	1902.	1903.	1904.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe by sea ...	193,814	304,887	58,631	82,434	176,500	168,780	149,243
Australia „ ...	4,128	6,745	...	1,390	5,141	15,943	18,347
Japan „ ...	16,817	75,387	23,936	56,565	7,421	11,022	24,834
Calcutta „ ...	380,945	343,297	591,997	741,474	463,973	660,654	593,484
Total by sea...	595,704	730,316	674,564	881,863	653,035	856,399	785,908
„ „ rail..	110,452	41,196	74,426	33,015	22,984	6,560	... *
Grand Total...	706,156	771,512	748,990	914,878	676,019	862,959	... *

* Import by Rail for the year 1904 are not available, as Government have discontinued publishing Quarterly Rail-borne Trade Returns.

Statement showing the Total Measurement of Bales and Miscellaneous Packages, with Receipts, for the year 1904.

Year.	Nett Bales Certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Total.	
	Number of Bales.	Nett Fees.	Number of Packages	Nett Fees.	Number of Logs.	Nett Fees.	Articles Certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1904	2,062,169	32,221 6 3	2,30,434	15,097 15 3	188	94 0 0	...	891 5 0	2,292,791	48,304 10 6

SHORT LENGTHS IN PIECE-GOODS.

RULES PROMULGATED BY CHAMBER IN JANUARY 1902, AFTERWARDS CANCELLED.

OMISSION IN REPORT FOR 1902.

(See *Report*, 1901, *page* 16.)

This subject was dealt with by the Committee so early in 1902 that it was possible to include the papers relating to it in the Annual Report for 1901. But the rules promulgated by the Committee by Circular dated 30th January 1902 were afterwards cancelled by Circular dated 26th April 1902. A note on this fact and the considerations that led to it, was duly prepared for inclusion in the Report for 1902, but by some unaccountable accident was not incorporated in that Report. The manuscript has been found in the office of the Chamber and is now printed in the Appendices in rectification.

On the discovery of the omission the Committee directed that a Circular to this effect be issued to members, with a request that they would paste it into their copies of the Report for 1902. (*Appendix* **U1.**)

BALANCE-SHEET OF THE BOMBAY CHAMBER OF COMMERCE—From 1st January to 31st December 1904.

By RECEIPTS.	Amount. Rs. A. P.	Rs. A. P.	To EXPENDITURE.	Amount. Rs. A. P.	Rs. A. P.
Balance on 31st December 1903		54,965 15 8	Office rent	2,940 0 0	
Subscriptions	14,776 13 8		Printing—		
Publications	19,017 7 8		Annual Report, 1903, and other Miscellaneous Papers	4,232 4 0	
Measurement Fee Account.			Advertisements	629 8 0	
Measurement Fee Receipts.... Rs. a. p. 49,673 11 6			Newspapers and Books	1,080 5 7	
Less—Salaries to Measurers, Sepoys, etc. Rs. a. p. 19,666 13 7			Office Salaries (Chamber's Head Office and Statistical Department, Millowners and Cotton Trade Associations), Postage and Receipt Stamps, Petty Charges, &c.	38,853 2 8	
Less—Contribution to the Chamber's Establishment. 10,000 0 0	29,666 13 7		Telegrams, Stationery, and cost of Weather and Crop Reports	3,237 11 6	
	19,006 13 11		Printing Daily and Weekly Trade Returns, Manifests and other Statistics, and Contributions to the G. I. P. and B. B. & C. I. Railways	18,616 10 0	
Interest on Fixed Deposits	2,740 0 0		Auditors' Fee for the year ending 31st December 1904	100 0 0	
Miscellaneous Receipts for copies of Tonnage Scale, &c.	309 1 11		Telephone Company from 1st March 1904 to 28th February 1905	200 0 0	
Contribution from the Measurement Fee Account to Chamber's Establishment	10,000 0 0		Law charges	90 0 0	
Contribution from the Cotton Trade Association, Ld	5,000 0 0		Expenses of Delegates to the Conference of Indian Chambers of Commerce held in Calcutta	500 0 0	
Contribution from the Millowners' Association	7,200 0 0				70,479 9 4
Balance of Receipts over expenditure on Arbitration Fees	315 0 0	78,365 5 2			

			Funds of the Chamber as under :—		
			Fixed deposit receipt of the National Bank of India, Limited, for 1 year at 4 per cent....	31,000 0 0	
			Do. Chartered Bank for 12 months at 4 per cent. per annum	17,500 0 0	
			Do. Chartered Bank for 6 months at 3 per cent.....	10,000 0 0	
			Bank of Bombay Current Deposit Account ..	11,437 2 2	
			Cash in hand	340 1 6	
			Amount outstanding from the Bombay Millowners' Association, &c.	1,078 11 8	
				71,355 15 4	
			Less—Wages, &c., for December 1904, unpaid	8,504 3 10	
			Net Balance to carry forward		62,851 11 6
Total....		1,33,331 4 10	Total Rs.	....	1,33,331 4 10

Examined and found correct,
FERGUSON & Co.,
Chartered Accountants.

BOMBAY, *16th February* 1905.

APPENDIX A-1.

OFFICE ORGANIZATION.

CHAMBER OF COMMERCE,
BOMBAY, 19th December 1904.

The CHAIRMAN, the BOMBAY COTTON TRADE ASSOCIATION, LTD.,
Bombay.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to draw the attention of your Board to the fact that the joint staff arrangement with the Chamber, which was made on the 4th November 1903, was for one year from the 1st December 1903. It therefore terminated on the 30th ultimo, but no steps have been taken with a view to its formal renewal. The matter having been informally discussed between the Chairmen of the respective bodies, I am now directed to make the following proposal:—That the past arrangement should be extended up to the 31st December current: and that thereafter the arrangement should be continuous for successive periods of a calendar year, and should be terminable at the end of any calendar year on the giving of notice by either party not later than the 30th June of that calendar year.

I am to beg that if this proposal meets with the approval of your Board, you will be so good as to confirm it by letter.—Yours faithfully,

FREDERICK NOEL-PATON, Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),
BOMBAY, 21st December 1904.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—I am instructed by the Directors of the Bombay Cotton Trade Association, Limited, to acknowledge the receipt of your letter of the 19th instant with regard to the Joint Staff arrangement with the Chamber which was made on the 4th November 1903, and to say that the Directors approve of your Committee's proposal, *viz.*:—that the past arrangement should be extended up to the 31st December current, and that thereafter the arrangement should be continuous for successive periods of a calendar year, and should be terminable at the end of any calendar year on the giving of notice by either party not later than the 30th June of that calendar year.— Yours faithfully,

FREDERICK NOEL-PATON, Secretary.

APPENDIX A-2.

MEASURERS AS PUBLIC SERVANTS.

No. 931.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 19th February 1904.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 20th July 1903, on the subject of the proposed amendment of the Indian Penal Code so as to include in the term "Public Servants" the measurers of the Chamber of Commerce, I am directed to state, for the information of the Chamber of Commerce, Bombay, that His Excellency the Governor in Council is advised that Section 477A, which was added to the Indian Penal Code by Section 4 of the Indian Criminal Law Amendment Act, 1895 (III of 1895), will probably be found to provide an adequate remedy in cases such as those under consideration and to cover the case of a measurer who dishonestly falsifies his certificates, and, when read with the Sections of the Code relating to abetment, the case of any person who dishonestly induces or attempts to induce a measurer to do so. I am accordingly to observe that unless the above view is tested and proved unacceptable to the Court, the Governor in Council sees no need for legislation in the matter.—I have, &c.,

P. E. PERCIVAL,
Under-Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 14th March 1904.

The SECRETARY to GOVERNMENT,
JUDICIAL DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 931, dated the 19th February 1904, conveying the reply of Government to the proposal of this Chamber that measurers employed by the Chamber should be recognized as Public Servants within the meaning of those words as used in the Indian Penal Code. This reply is to the effect that Section 477A will probably be found to cover the case of a measurer who dishonestly falsifies his certificates, and, when read with the Sections of the Code relating to abetment, the case of a person who dishonestly induces or attempts to induce a measurer to do so. It is added that unless the

above view should be tested and proved unacceptable to the Court, Government would recognise no need for legislation in the matter.

2. The wording of Section 477A leaves little doubt that it was designed to deal with cases of falsification of books of account by subordinates. The cases that the Chamber has to deal with are not of the type thus obviously contemplated by the section; but, if the words of the section clearly covered such cases and if the particular case to be tried were one of the actual issue of a false certificate or of bribery demonstrably intended to procure the issue of such a certificate, an ultimate conviction might be possible or even probable. But it should be borne in mind that it is not the Chamber that loses money through fraud in measurement, nor does it gain more money by stopping fraud. Therefore it cannot afford heavy expenditure on prosecutions; and considering the extent of the evidence to be secured, the expenditure of time and the amount of costs to be incurred, as well as the risks attending failure, the Committee are unable to regard the remedy suggested as practically available.

3. But it may be well to make it clear that the case contemplated by the Chamber is different from either of those stated by Government. It is not that of "a measurer who dishonestly falsifies his certificates," nor that of a "person who dishonestly induces or attempts to induce a measurer to do so," which latter case involves an assumption that the intention with which a certain inducement was offered is admitted or beyond doubt. The case actually in contemplation is that of a person who offers a bribe to a measurer, the intent with which that bribe is offered being to some extent a matter of inference.

4. It is understood from the letter under reply that Government agree that under the existing law there can be no conviction for the bare fact of offering a bribe to a measurer. This, however, is precisely the offence which the Committee, by their letter of the 20th July last, more particularly sought to have made punishable. It is comparatively easy to prove a simple fact like the offering of a bribe. It is most difficult to prove that a bribe was offered with a certain object or intent. In the minds of persons who know the nature of a measurer's work no real doubt can exist that when a bribe is offered the offer is made with the object of inducing him to issue a false certificate. But even in cases where it was shown beyond doubt that a sum of money had been offered, it

might, and probably would, be extremely difficult to induce a Magistrate to convict on a mere inference that the bribe had not been offered for some other purpose, as, for instance, the expediting of the measurement. If in a particular case all doubt on this point could be removed, conviction might in that particular case be obtained; but even then the proceedings would be neither short nor simple. The Chamber has to consider, moreover, the bad effects likely to follow an abortive prosecution; and in cases similar to those which they have already had before them, they would not feel justified in courting these bad effects by disregarding the uniform and unequivocal legal advice obtained by them. What is necessary is not only that there should be a definite remedy, but that the proceedings to obtain that remedy should be simple and short. It is clear that for cases of the particular type to which my letter of the 20th July related there is no effective remedy, and that at present persons employed by dishonest shippers can offer bribes with practical impunity. And it is not without considerable experience that the Committee hold the view that the only way of putting an end to the malpractices complained of is to render the simple fact of offering a bribe to a measurer a penal offence. They direct me, therefore, to beg that His Excellency the Governor in Council may be pleased to consider the question with special regard to those cases in which a bribe is offered but not accepted.—I have, &c.,

C. H. ARMSTRONG, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 1776.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 6th April 1904.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter, dated the 14th March 1904, requesting a reconsideration of the question of the proposed amendment of the Indian Penal Code so as to include in the term "Public Servants" the measurers employed by the Chamber of Commerce with special regard to those cases in which a bribe is offered but not accepted, I am directed to state, for the information of the Chamber of Commerce, Bombay, that before attempting legislation the Government of

India must be satisfied that the present law is insufficient Government, however, are advised that an attempt to bribe a measurer is an offence punishable under Sections 116 and 477A., Indian Penal Code, and until this opinion is proved to be mistaken, they cannot propose any amendment of the law. I am accordingly to observe that if the Chamber will place in the hands of the Commissioner of Police, Bombay, the next suitable case of the kind that comes to their notice, Government will direct the Public Prosecutor to take it up, and will subsequently be in a better position to form an opinion as to the necessity for legislation.—I have, &c.,

P. E. PERCIVAL,
Under-Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 14th April 1904.

The SECRETARY to GOVERNMENT,
JUDICIAL DEPARTMENT, Bombay.

SIR,

Measurers as Public Servants.

I am directed to acknowledge the receipt of your letter, No. 1776 of the 6th instant, on the above subject, and to convey to Government the thanks of the Committee of the Bombay Chamber of Commerce for its offer to undertake the next suitable case of the kind referred to and to direct the Public Prosecutor to deal with it.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX A-3

MEASUREMENT DEPARTMENT,
CHAMBER OF COMMERCE,
BOMBAY, 19th March 1904.

Circular to members.

Order 23 for Measurement reads as follows :—

"Every measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The measurer will retain the first copy and from it write up his certificates: the second copy he will hand to the shippers at the time of measurement and the third to the Ship's agent's representative on demand."

When goods are measured at Colaba for shipment by boats, it has hitherto been the practice that the second copy of the Temporary Measurement Slip should go with the boat to the Ship and that the third copy, as directed by Order 23, should be subsequently handed to the representative of the Ship's agent. Thus, both copies come into the hands of the Ship's agent and the shipper is left without one, whereby he may check the certificate subsequently issued to him. Complaints on the part of shippers have resulted from this practice, and the following addition to Order 23 has therefore become necessary:—

"Provided that when goods are shipped in boats for delivery alongside, the said third copy belonging to the Ship's agent shall be handed to the boatman from whom it should be obtained by the Ships' officers."

FREDERICK NOEL-PATON, Secretary.

APPENDIX A-4.

ANNUAL REPORTS OF THE CHAMBER.

Spare Sets.

Year.	Number available.	Year.	Number available.
1859-60	7	1886	22
1863-64	16	1887	7
1864-65	9	1888	40
1865-66	25	1889	18
1868-69	6	1890	15
1869-70	10	1891	3
1870-71	7	1892	6
1872-73	14	1893	4
1873-74	8	1894	8
1874-75	1	1895	18
1875-76	7	1896	10
1876-77	7	1897	34
1877-78	22	1898	50
1879-80	55	1899	15
1880-81	53	1900	13
1881-82	4	1901	12
1882-83	3	1902	47
1883-84	11	1903	16

The price of each copy is Rs. 5.

APPENDIX A-5.

CONFERENCE OF CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

3RD, 4TH, 5TH AND 6TH JANUARY 1905.

RESOLUTIONS PASSED.

1.—*Department of Commerce and Industry.*

BENGAL CHAMBER OF COMMERCE.

"That the members of this Conference desire to place on record their satisfaction at the creation of the new Department of Commerce and Industry, which will be welcomed by the mercantile trading and manufacturing community throughout India, and desire to offer their cordial and hearty support to the Government of India in connection with this new departure, which they feel sure will assist in the development and expansion of the trade of the country." (*Carried unanimously.*)

2.—*The Development of the Agricultural Resources of India.*

BENGAL CHAMBER OF COMMERCE.

"Realising that the welfare of India and of its commerce and industries is inseparably bound up with the welfare of agriculture, this Conference records its hearty approval of the growing interest which Government is taking in the development of the agricultural resources of India as shown by the proposed establishment of a Board of Agriculture, the experiments for the improvement of cotton and jute, the establishment of the Pusa Farm, and the Bengal Provincial Agricultural Association.

"This Conference further desires to suggest, for the serious consideration of Government, the desirability of creating separate agricultural organisations in such Provinces as they may seem to be necessary, and of officering them with thoroughly efficient Agricultural, Botanical and Scientific Experts." (*Carried unanimously.*)

3.—*Commercial Education.*

BOMBAY CHAMBER OF COMMERCE.

"That this Conference of Indian and Ceylon Chambers of Commerce is of opinion that any Government examination for a first qualification in commercial subjects should be confined to those

subjects that are indispensable to a clerk at the commencement of his career, that it should test thoroughly the proficiency of the candidates in those subjects, and that facilities should be afforded to successful candidates for subsequent qualification in secondary subjects." (*Carried unanimously.*)

4.—*Registration of Partnerships.*

BENGAL CHAMBER OF COMMERCE.

"That this Conference, although recognising the many difficulties that lie in the way, is of opinion that an Act for the Registration of Partnerships, especially in large trading centres, is desirable, and requests Government to push forward as rapidly as possible with the Bill now under consideration." (*Carried unanimously.*)

5.—*Indian Arbitration Act, 1905.*

KARACHI CHAMBER OF COMMERCE.

"That whereas by a recent decision of the Sadar Court of Karachi (from which Court the only appeal is to the Privy Council) it has been ruled that one partner in a mercantile firm has no power under the Contract Act to bind his co-partners to a submission to arbitration;

"And whereas this ruling largely nullifies the operation and intention of the Indian Arbitration Act, 1899:

"This Conference is of opinion that the Indian Contract Act or the Indian Arbitration Act should be so amended that a partner or recognised agent has power to make it a term of any contract which he enters into on behalf of his partnership or principals, and which is within the scope of the ordinary business of such partnership or firm, that all disputes arising out of such contract shall be referred to arbitration in such mode, and subject to such conditions as in the said contract may be specified." (*Carried unanimously.*)

6.—*Statutory Holidays in the United Provinces of Agra and Oudh.*

UPPER INDIA CHAMBER OF COMMERCE.

"Whereas the experience of the commercial community of the United Provinces of Agra and Oudh has proved that, in the case of a large proportion of the holidays at present brought under the operation of the Negotiable Instruments Act, there is no general suspension of business;

"And whereas the application of the provisions of this Act to transactions in Drafts occasions serious disabilities to the mercantile public, it be resolved that the Government of the United Provinces of Agra and Oudh be recommended to confine the application of the Act to such days as the religious observances of the general body of the Native Public render ordinary business operations impracticable." (*Carried unanimously.*)

7.—*Registration of Trade-Marks.*

BOMBAY CHAMBER OF COMMERCE.

"That this Conference is of opinion that a universal system of registration of trade-marks in this country is not practicable, and considers that prosecutions for infringement of foreign marks should, on good cause being shown, be tried at the port of entry." (*Carried unanimously*).

8.—*Imperial Customs Service.*

BOMBAY CHAMBER OF COMMERCE.

"That this Conference approves of the scheme for an Imperial Customs Service for India, believing that until there is a trained service and continuity of management, Customs Law and the Merchandise Marks Act cannot be satisfactorily administered at the various ports of entry." (*Carried unanimously.*)

9.—*Short-reeling of Yarns.*

BENGAL CHAMBER OF COMMERCE.

"That the Conference would call the attention of Government to the practice of the short-reeling of yarns in India for local consumption, and would request that steps may be taken to put a stop to this reprehensible practice." (*Carried unanimously.*)

10.—*Treatment of Light Coin.*

BENGAL CHAMBER OF COMMERCE.

"Whereas great difficulties and considerable inconvenience have been experienced during the past year by Banks and others when tendering rupees to the Currency Office in the ordinary course of business due to the legal obligations imposed upon Banks by the Government of India under the Indian Coinage Act of 1870, whereby Banks are compelled to cut all rupees which are either diminished or counterfeit, or have been called in by Proclamation;

"And whereas a recent press communique issued from the Finance and Commerce Department announced the intention of Government to still further reduce the maximum allowance for reasonable wear and tear in silver coins from 6¼ to 4 per cent.;

"And whereas it is claimed by Government that the bulk of the loss of weight in silver coin is found to result not from ordinary wear and tear but from criminal abuse of the coin by sweating and other processes ;

"Resolved that this Conference do represent to the Government of India how ill-advised and how detrimental to the interests of the trade of this country it would be for them to contemplate any further alteration in the existing rules regarding the treatment of Light Weight Coin, and do recommend that the proposal now before Government to still further reduce the maximum allowance for reasonable wear and tear from 6¼ to 4 per cent., be forthwith abandoned.

"That, as it is understood the Government of India are anxious to secure the withdrawal from circulation of Light Weight Coin and anxious to adopt measures whereby the present maltreatment of silver coins may be put a stop to, this Conference respectfully suggests to the Government of India the advisability of conferring with the Banks and the mercantile community with the object of adopting measures whereby all Light Weight Coin can most easily and quietly be withdrawn from circulation and the present maltreatment to which silver coins are subjected be most readily and effectually dealt with, in which task the Government of India will have the heartiest approval, and can rely upon the warmest co-operation of both the Banks and merchants of this country." (*Carried unanimously.*)

11.—*The Fiscal Question.*

BOMBAY CHAMBER OF COMMERCE.

"That this Conference is of opinion that the Governments of India and Ceylon should not enter into any arrangement with the United Kingdom or the Colonies which might affect our freedom of action in trade matters without first consulting the commercial community as here represented." (*Carried unanimously*).

12.—*Commercial Causes.*

UPPER INDIA CHAMBER OF COMMERCE.

"Whereas there has been in recent years a considerable growth in litigation involving the principles of commercial law;

And whereas the manifold nature of the judicial work dealt with by the several High Courts of Justice militates against Judges acquiring any special familiarity with, or experience in, these important branches of the law;

And whereas in such cases large sums of money and far-reaching principles are constantly at stake;

It is considered desirable, as tending to increase the efficiency of the Indian and Ceylon Courts of Justice and the confidence of the Commercial Public in the administration of the law, that, as in the case of the High Court at Calcutta, a special division should be constituted in the High Courts of Bombay and Madras and the Chief Court of Burma, that a Special Court should be created at Allahabad, and that additional Judges of special training should be appointed for the Courts of Sindh, the Punjab and Ceylon, such special divisions, Courts and Judges being intended for the disposal of Commercial cases; this Conference being of opinion that Judges whose training and attainments may specially fit them for administering this department of the law should be appointed for the purpose of such cases." (*Carried unanimously.*)

13.—*Transfer of Property Act.*

COCONADA CHAMBER OF COMMERCE.

"That Section 59 of the Transfer of Property Act, 1882, be amended as to paragraph 3 thereof by the addition thereto, after the word 'Rangoon,' of the words 'Cawnpore, Coconada, and in such other town or towns as the Governor-General in Council may from time to time, by notification in the Official Gazette, direct.'" (*Carried unanimously.*)

14.—*The Merchandise Marks Act.*

BOMBAY CHAMBER OF COMMERCE.

"That this Conference is of opinion that the Merchandise Marks Act will not be worked satisfactorily, nor will uniformity of procedure be assured, until an Imperial Customs Service has been established; and is also of opinion that the provision in the Act

which requires all foreign goods to be marked with the country of origin has tended to divert trade from British merchants to foreign competitors." (*Carried unanimously.*)

15.—*Mail Service between Aden and Karachi.*

KARACHI CHAMBER OF COMMERCE.

"That in view of the fact that the Port of Karachi is not only the nearest Indian port to Aden and the Persian Gulf, but also the nearest outlet on the Indian sea-board for Sind, Baluchistan, Afghanistan, the whole of the Punjab, most of Rajputana, and the principal cities of Northern India, including Agra, Lucknow, Cawnpore and Delhi, it is most desirable that an independent weekly mail service between Aden and Karachi be established as soon as possible provided the cost be not excessive. Such a mail service would not only be a boon to Northern India (including Simla), but it would place Karachi and the whole of the Persian Gulf at least one week nearer to the United Kingdom than at present. That a copy of this resolution be forwarded to the Government of India." (*Carried unanimously.*)

16.—*The Income Tax Question.*

BOMBAY CHAMBER OF COMMERCE.

"That this Conference, while not desiring that the communities it represents should escape from their fair share of taxation, holds that the Income Tax was imposed to help Government in a time of need, when exchange was rapidly falling and the country's finances were thereby becoming involved, and is of opinion that, as the tax is unsuited to this country, and as it can rarely be collected from individuals on reliable data, it should be abolished, as the country's finances now show a large annual surplus and the need for this unpopular impost has therefore passed away." (*Carried unanimously.*)

17.—*The Currency Question.*

BOMBAY CHAMBER OF COMMERCE.

"That this Conference, whilst noting with approval the steps now being taken by Government to provide a sufficient supply of rupees against gold imports, would draw attention to the fact that no actual gold is held in the gold reserve against the coinage of silver rupees. (*The resolution, on being put to the vote, was carried, four Chambers (Bombay, Karachi, Coconada and Ceylon) voting in favour of it; the other Chambers (Bengal, Madras and Upper India) did not vote.*"

18.—*Inland Navigation.*

BENGAL CHAMBER OF COMMERCE.

"That this Conference thoroughly appreciates the work recently accomplished in the development of waterways in Bengal, and the general sympathy now displayed by Government towards Inland Navigation.

"That nevertheless, in the interests of commerce, it considers that the great potentialities of the waterways of this country should be more fully recognised, and that every reasonable effort should be made by Government to improve them and allow commerce to benefit thereby, so following the example of the great commercial countries of Continental Europe and America." (*Carried unanimously.*)

19.—*British Import Duty on Tea.*

BENGAL CHAMBER OF COMMERCE.

"This Conference regards with the greatest apprehension the continuance of the excessive British Import Duty upon tea, and would respectfully urge the Governments of India and Ceylon to do their utmost to induce the Right Honourable the Chancellor of the Exchequer to make a substantial reduction in the duty." (*Carried unanimously.*)

20.—*Indian Railways Act* (IX *of* 1890), *Proposed Amendment.*

MADRAS CHAMBER OF COMMERCE.

"That in the opinion of the Conference the Railways Act, IX of 1890, should be amended so as to correspond more closely to the Railway and Canal Traffic Acts in force in England, and in particular that any person interested should be authorized to apply to a Railway Commission for a through rate as provided in Section 25 of the Railway and Canal Traffic Act, 1888, and that provision should be made for complaints by public bodies in the manner laid down in Section 7 of that Act. Further, that the Railway Board or such other body as Government may consider suitable should receive powers such as are conferred on the Board of Trade by Section 31 of the Railway and Canal Traffic Act, 1888, in order to enable them to act as a Board of Conciliation in settling disputes without the intervention of a Railway Commission." (*Carried unanimously*).

21.—*Indian Railway Risk Notes.*

UPPER INDIA CHAMBER OF COMMERCE.

"That while this Conference has learnt with satisfaction that the injury which the public has hitherto sustained from the unjustifiably arbitrary nature of the indemnity embodied in the conditions of the owner's risk consignment note forms "B" and "H" has at last received recognition by the Indian Railway Companies, it is not considered that in certain respects the modifications which received the assent of the Indian Railway Conference Association of October, 1904, are well calculated to operate fairly to both the public and the railway administrations, and it is resolved that the Government of India be recommended to sanction the adoption of the following amendment which was moved at the Railway Conference :—

That the words after 'except for' in line 15, risk note form "B," down to the word 'consignment' in line 16 be omitted, and the following substituted :—

'Shortage in respect either of the delivery of the number of items forming such consignment, or in the total weight thereof, subject to the proviso that 5 per cent. is allowed on all consignments not weighed in detail, but averaged, and that the Railways admit pilferage.'

'And that a similar alteration be made to risk note form "H" as revised by the Committee.'" (*Carried unanimously.*)

22.—*The Labour Question.*

UPPER INDIA CHAMBER OF COMMERCE.

"Whereas the supply of rank and file labour for organised industries is inadequate in many districts of India, and whereas the deficiency is seriously restricting the productive power of a large section of the manufacturing concerns of the country, it seems imperatively necessary to this Conference that, in order to devise a remedy, measures should be taken by Government Commission or otherwise to investigate the causes which have led to a state of affairs inconsistent with the relative conditions of life of the factory operative on the one hand, and the agricultural classes, generally, on the other." (*Carried unanimously.*)

23.—*Encouragement of Local Industries.*

MADRAS CHAMBER OF COMMERCE.

"That this Conference would call the attention of the Minister of Commerce to Government Resolution No. 185 of the Government of India, Finance and Commerce Department, dated the 10th January 1883, and would request that this policy be given full effect to." (*Carried unanimously.*)

24.—*Insurance Matters.*

BOMBAY CHAMBER OF COMMERCE.

"That this Conference suggest to the Government of India the desirability of requiring Insurance Companies working in this country to submit periodically to Government, and otherwise publish, statements in approved form shewing their financial position." (*Carried unanimously.*)

25.—*Indian Cotton Duties (Excise).*

UPPER INDIA CHAMBER OF COMMERCE.

"Whereas this Conference considers that the import duty on cotton goods is in no sense a protective one,

"And whereas the countervailing excise duty on cloth made by power looms in India was imposed in order to prevent the Indian Mills from gaining an unfair advantage over the mills of Great Britain,

"And whereas no such advantage can be shown to be possible to any material extent in the event of the excise duty being removed,

"And whereas the excise duty by being imposed on the power loom industry and not on the hand loom industry is imperilling the existence of the former, and its incidence is, moreover, not such as was contemplated at the time of passing the Cotton Duties Act of 1896,

"Resolved that the Government of India be moved to repeal the Cotton Duties Act, II of 1896." (*The Resolution on being put to the meeting, three Chambers (Upper India, Madras and Coconada) voted for it. The other Chambers abstained from voting.*

W. PARSONS,
Secretary to the Conference.

CALCUTTA, 13th February 1905.

APPENDIX A-6.

TONNAGE SCALE.

BOMBAY, 25th February 1904.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg to send you herewith copy of an extract from a letter of one of our ship-owning friends.

You will see from its perusal that the tonnage scale of the cotton seed now being shipped seemingly does not tally with what actual retests represent, and we think, in the interests of steam-ship owners, a fresh scale test should be made at an early date here.

There is no doubt the cargo in the "Khalif" was stowed well, and there can be no doubt careful tests were made at home.—Yours faithfully,

KILLICK, NIXON & Co.,
Agents for The Bedouin S.S. Co.

Extract from a letter from one of our Ship-owners.

S.S. "KHALIF."

Under the supervision of our Marine Superintendent two sections of 50 bags each were measured in Leith—stowage undisturbed—in the middle of the hold with all the effects of pressure upon them from other cargo above during the voyage. In the one case he took a block of 50 bags, in two layers of 25 bags each, and in the other case 50 bags in a single layer.

The measurements are for No. 1, 227·320 c.ft.; No. 2, 216·125 c.ft.; 100 bags=443·445 c.ft. and the average intake weight of 43,834 bags was 141 lbs. net. Reducing these figures to the Bombay scale we have—

100 bags × 141=14,100 lbs. measuring 443¼ feet.

Therefore 40 feet=1,271·7 lbs. instead of 1,456 lbs. or 13 cwt., at which it is rated by the Bombay Chamber, a difference of 13 per cent. against the ship.

Then applying this 13 per cent. error to the quantity shipped—4,247 tons the true freight was understated to the extent of 552 tons, and if this figure is added to the manifest the total would represent 7,004 tons or within 15 tons of the cargo the vessel took from Bombay in 1899.

For the sake of reference the "Khalif's" Manifest showed—

18,410 bags wheat	...	...	2,045½ tons of	18 cwt.
1,236 „ jowari	...	...	139 „	18 „
207 „ mussoor	...	...	21 „	18 „
			2,205¼	
43,834 „ cotton seed		...	4,247 „	13 cwt.
			6,452½ tons	

and the space occupied by it was 300,000 c.ft. The weight of the cargo—4,745 tons—was quite immaterial, as the vessel was not nearly down to her marks.

There is not the slightest doubt in our minds that the cotton seed cannot have been fairly represented by the sample measured by the Bombay Chamber when they rated the article at 13 cwt., and we request that you will apply to have it formally remeasured, if necessary at our expense,—and that pending the result of this further examination, you will cease shipping it by any of our vessels unless samples are submitted, and you are satisfied that it bears out the character of the seed tested by the Chamber. Assuming 13 cwt. to have been an accurate rating for the sample measured by the Chamber, then there would be 52 bags of 1¼ cwt. in the 200 ft. box used for the purpose—while the seed on board our ship—undisturbed remember—and with the effects of the pressure of other cargo on the top of it during the voyage, works out 45 bags to the 200 ft. or 11¼ cwt. per scale ton.

We regret that we have been the unfortunate carriers to find out this serious error in the scale, but having done so, we look to you to have the matter remedied as soon as possible, as it is in the best interest of both shipper and shipowner that the scale should be fair to every one.

CHAMBER OF COMMERCE,
BOMBAY, 9th May 1904.

Messrs. KILLICK, NIXON & Co., Bombay.

DEAR SIRS,

Cotton Seed Tonnage Scale.

With reference to your letter of the 25th February last on the above subject, I am directed to say that three separate tests of Cotton Seed were made by the Committee with the following results:—

18th March, 1st test—11·72 cwts. per steamer ton.
6th April, 2nd „ —12·12 „ „ „ „
21st „ 3rd „ —12·64 „ „ „ „

Owing to the exceptionally large size of the bags used in the first test the Committee decided to disregard the measurement of 18th March. With respect, however, to the 2nd and 3rd tests the Committee do not feel that the results arrived at are such as to justify a change in the Tonnage Schedule, and they have, therefore, decided to allow the scale to remain as at present, *viz.* 13 cwts.

In this connection I am to subjoin for your information the following extract from the proceedings of a Special General Meeting of the Chamber held on 6th November 1884, when the scale for Cotton Seed was first fixed :—

"The Chairman then proposed 'that the article Cotton Seed be "entered in the tonnage scale at 13 cwts. to a ton.' He said: 'I may "explain that when the testings were taken in the usual way, at the "godown of Messrs. Ralli Brothers, it was found that Broach seed "came out 13 cwts. to the ton, and Khandeish seed only 11 cwts. "to the ton. But as the Khandeish seed was exceedingly dirty, and "as the quantity of Khandeish coming to Bombay is small as com-"pared to Broach—being as 25 to 75—the Committee decided to re-"commend the result of Broach testing which was most carefully "done, for the acceptance of the Chamber as being the most fair to "all parties concerned.'

"Mr. Pallis (of Messrs. Ralli Brothers) seconded the proposition, "and it was carried unanimously."—I am, &c.,

C. J. MICHAEL, Asst. Secretary.

APPENDIX B-1.

GOVERNMENT TRADE RETURNS OF BOMBAY PRESIDENCY.

No. 1338.

From the DIRECTOR-GENERAL of STATISTICS,

To the SECRETARY to the CHAMBER of COMMERCE,

Bombay.

CALCUTTA, the 28th June 1904.

SIR,—With reference to the correspondence ending with your letter of the 21st August 1903, regarding the revision of the form of the Annual Statement of Trade and Navigation of the Bombay Presidency, I have the honour to request that you will favour me with an early expression of the views of your Chamber on the following revised proposals which make important changes in the principal tables of the Annual Statement.

2. First in regard to the Foreign trade it is proposed that the general tables of Imports and Exports like the corresponding tables in the Annual Statement of the Trade of the United Kingdom should show figures for five years, and, following the same model that when there are two or more countries with which the trade is unimportant, say with a value of less than Rs. 1,000 in each case, they should be grouped under the head "Other countries" Also when the value of the trade under any major, subordinate or detailed head is less than Rs. 1,000, it should be merged, in the case of major heads, in the head "All other articles," and in the case of subordinate or detailed heads, in the sub-head "Other sorts" under the major or sub-head, unless special reasons exist for specifying it separately.

3. The omission from the general tables of needless detail and the entry therein of figures for five years make it unnecessary to repeat the totals for the same period in the abstract tables of Imports, Re-exports, and Exports (Nos. 5, 6 and 7). These tables would, therefore, be converted into abstracts of the trade of the port of Bombay. In respect of imports there would be a similar consolidated abstract of the trade of all the subordinate ports. Table 1 A shows that there are virtually no Foreign exports from the subordinate ports, so that an abstract for exports is not needed.

4. In revising the accounts of the Coasting Trade, the same lines would be followed as for the Foreign trade, that is to say, the general tables of Imports and Exports would have five years' figures and only those ports and provinces would be specified under each article with which the trade is Rs. 1,000. The orders of the Government of India issued in 1901 directed that no article having a value of less than Rs. 2,500 should be enumerated in the general tables and it is proposed to extend this restriction by eliminating all detailed heads with a smaller value than Rs. 1,000.

5. These tables would continue to show the trade with ports in other provinces and in foreign territory, but not the trade between British ports within the province, for these transactions are not imports or exports of the province, and their inclusion in the tables dealing with the trade of the province as a whole is therefore misleading.

6. As in the accounts of the Foreign trade abstract tables of the trade of each port will replace the existing abstracts of the province (tables 3, 4, 5 and 6). These abstracts will not, however, like the general tables, be in separate parts relating to Indian and Foreign goods, respectively, but the two classes of goods will be shown together except in the case of a few articles such as cotton goods, kerosine, sugar and tea for each of which there will be the two descriptions "Indian" and "Foreign."

7. Besides abstracts for the Chief Port there will be separate brief abstracts for Imports and Exports for each of the nineteen or twenty principal ports having a trade exceeding or approximating to ten lakhs, and an additional abstract for the remainder giving the trade of those ports as a group under the designation "Other ports."

8. The distribution of the trade of the province and of the subordinate ports is now shown in tables 2 and 2A, respectively, and it is proposed to introduce in the former figures for the port of Bombay as well as for the province and to limit the latter to details of the subordinate ports for one year. Similar changes have not been suggested in regard to the corresponding tables relating to the Foreign trade (Nos. 3 and 4, Part I) on account of the insignificant Foreign trade of the subordinate ports.—I have, &c.

J. A. ROBERTSON,
Offg. Director-General of Statistics.

CHAMBER OF COMMERCE,
BOMBAY, 19th July 1904.

The DIRECTOR-GENERAL of STATISTICS,

GOVERNMENT of INDIA, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your printed letter No. 1338 of the 28th June, regarding the revision of the form of the Annual Statement of the Trade and Navigation of the Bombay Presidency.

2. Your letter has had the careful attention of the Committee and they have also examined the principal tables of Imports and Exports referred to in your communication.

3. I am to say in reply that the changes proposed by you meet with the approval of the Chamber.—I have, &c.

C. J. MICHAEL,
Assistant Secretary.

APPENDIX B-2.

COTTON.

CLASSIFICATION OF VARIOUS GRADES CUSTOMARY IN THE TRADE.

CHAMBER OF COMMERCE,
BOMBAY, 3rd November 1903.

The DIRECTOR-GENERAL of STATISTICS,

GOVERNMENT of INDIA, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to communicate to you, for your information, the following facts relating to the classification of various grades of cotton customary in the trade.

2. It may perhaps be known to you that the Chamber of Commerce issues daily, weekly and monthly Trade Returns showing the movement of various articles of commerce. Among these are publications exhibiting the receipts of produce from sundry railway stations in India. For the convenience of the cotton trade these stations are, in the said returns, grouped with regard to the descriptions or qualities of cotton derived from them. These

classifications or groupings are ostensibly made on a territorial basis, inasmuch as the various descriptions of cotton bear territorial designations, such as "Berar", "Khandeish", "Dholera," etc. But since it often happens that the production of a grade of cotton known to the trade by one of these territorial designations is not restricted to the true limits of the district from which it takes its name, various stations without these limits are, for trade purposes and in the Chamber's returns, included in groups or categories to which such stations do not strictly belong.

3. In recent years it has been found that the conditions under which the older classification of the Chamber was adopted have undergone some alteration, and that either (*a*) the cotton received from certain stations is no longer of the class that formerly came from it, or (*b*) that the trade standards differentiating between the various classes of cotton have varied so as to exclude the produce of a particular station from the category in which it formerly stood.

4. It has therefore been found that the older classification of the Chamber is no longer in accordance with the requirements of the trade; and, at the instance of the Bombay Cotton Trade Association, the Committee of the Bombay Chamber of Commerce have recently revised and altered the grouping of stations as shown in their published returns.

5. The Committee are aware that in certain Government Returns (*e.g.*, "Area and Yield of Certain Crops," etc.) the yield of Cotton is shown under territorial designations which, while certain of them are identical with those used by the trade, are understood to relate strictly to the territorial districts or divisions. There is thus an essential difference between the classifications observed by Government and by the trade; and while the Committee think it improbable that the two systems could be brought into line, they consider it right that you should have information as to the classification used by the trade. They have therefore directed me to communicate these facts to you and to hand you copies of the "Daily Arrivals" Return of the Chamber with the old and with the new grouping of stations.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

GOVERNMENT OF INDIA,
STATISTICAL DEPARTMENT,
CALCUTTA, 1st December 1903.

No. 2442.

FROM the DIRECTOR-GENERAL of STATISTICS,

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter and enclosures, dated the 3rd November 1903, relative to the classification of various grades of cotton customary in the trade, and to say that I am making enquiries as to the precise difference between this classification and that adopted in the official forecasts, and the possibility of amending the latter.—I have, &c.,

J. A. ROBERTSON,
Offg. Director-General of Statistics.

GOVERNMENT OF INDIA,
STATISTICAL DEPARTMENT,
CALCUTTA, 27th February 1904.

No. 474.

FROM the DIRECTOR-GENERAL of STATISTICS,

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 2442, dated the 1st December 1903, I have the honour to enclose copy of correspondence* with the Director of Land Records and Agriculture, Bombay, from which it will be seen that the revised classification of the varieties of cotton adopted in the Daily Trade Returns of the Bombay Chamber of Commerce has been followed as far as possible in the final forecast of the cotton crop of Bombay for 1903-04.—I have, &c.,

J. A. ROBERTSON,
Offg. Director-General of Statistics.

* No. 2443, dated the 1st December 1903, to Director of Land Records and Agriculture, Bombay, No. A-833, dated 19th February 1904, from the D. L. R. & A., Bombay.

Copy of letter No. 2443, *dated the* 1st *December* 1903, *from the Director-General of Statistics, Calcutta, to the Director of Land Records and Agriculture, Bombay, Poona.*

I have the honour to enclose copy of a letter, dated 3rd November 1903, from the Chamber of Commerce, Bombay, with two statements, in original, exhibiting the original and the revised list of railway stations grouped with regard to the descriptions or qualities of the cotton derived from them. The statements appended to your forecasts describes the different varieties of cotton, but I do not know precisely on what basis these figures rest, and I beg to enquire whether there would be much difficulty in making your classification conform to that now adopted by the trade.

I shall be obliged for the return of the statements with your reply.

Copy of letter No. A-833, dated the 19*th February* 1904, *from H. S. Lawrence, Esq., I.C.S., Director, Land Records and Agriculture, Bombay, Poona, to the Director-General of Statistics.*

With reference to your letter No. 2443, dated the 1st December last, I have the honour to inform you that in the recent final forecast of cotton for the Bombay Presidency (forwarded with this office No. A-750, dated 12th instant) I have so far as possible adopted the revised classification of territorial divisions and entered separate estimates for the different varieties suggested by the Chamber of Commerce.

The statement received with your letter under reply are returned herewith.

CHAMBER OF COMMERCE,
Bombay, 9th March 1904.

The DIRECTOR-GENERAL of STATISTICS,
GOVERNMENT of INDIA,
Calcutta.

SIR,—I am directed to acknowledge the receipt of your letter No. 474 of the 27th ultimo, with accompaniments, and to convey to you the thanks of the Committee of the Bombay Chamber of Commerce for your compliance with their suggestion in respect of the revised classification of the varieties of Cotton adopted in the Daily Trade Returns of the Chamber.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX C-1.

PREFERENTIAL TARIFFS.

VIEWS OF THE GOVERNMENT OF INDIA ON THE QUESTION OF PREFERENTIAL TARIFFS IN THEIR RELATION TO INDIA.

BEING A DESPATCH TO THE RIGHT HON'BLE THE SECRETARY OF STATE FOR INDIA.

No. 324 (Finance), dated Simla, the 22nd October 1903.

In Lord George Hamilton's telegram of the 7th August 1903, His Lordship drew our attention to the Resolution passed at the Conference of Colonial Prime Ministers in 1902 in favour of Preferential Tariffs as between different members of the British Empire; he stated that His Majesty's Government were then considering how far it was possible and desirable to give effect to this recommendation; and he intimated his desire to receive from us any observations and suggestions which we might wish to make from the point of view of Indian interests.

2. A reference to the terms of the Resolution in question shows that the recommendation in favour of preferential tariffs was of an extremely general and indefinite character, and that it was hedged round with qualifications and provisos calculated to admit of almost any limitation, variation or exception when applied in practice to the conditions of any particular colony. There is nothing before us in the nature of a definite scheme on the suitability of which to Indian circumstances we can pronounce with confidence; and to determine whether on *a priori* grounds it would be to our advantage or the reverse to declare our adhesion to or dissent from a general policy not clearly defined, would not be altogether easy or conclusive. Nevertheless, having regard to the gravity of the object which is assumed to underlie the policy, and more particularly in view of the importance which the whole question has recently developed in the public mind, we consider that the attempt should be made. We have accordingly endeavoured in this despatch and its enclosures to examine the conditions of Indian trade and finance in their relation to our present tariff, and to consider how they would be affected

by any scheme of preferential duties within the Empire, and whether it would be to the advantage of India to participate in any such scheme. As will be seen hereafter, our conclusion on the last question is that it is unlikely that material advantages could be secured to Indian trade. We have therefore further considered whether any change in our tariff policy is expedient, and if so in what direction it may be advantageous to move.

3. We give below the figures for the import and export trade of India, exclusive of Government stores and treasure, during the year 1902-03—a year which, though generally favourable, presented no exceptional or disturbing features—and in the enclosures accompanying this despatch will be found similar figures for the five years' period commencing with 1898-99 :—

Imports—	£
From the United Kingdom	34,849,000
From other British possessions	4,995,000
From Foreign countries	12,681,000
TOTAL	52,525,000

Exports—	
To the United Kingdom	21,165,000
To other British possessions	18,061,000
To Foreign countries	44,694,000
TOTAL	83,920,000

It is necessary to make an adjustment in the figures of the export trade to British possessions. These include more than 6 millions sterling worth of exports to Hongkong and 5 millions sterling worth to the Straits. A considerable part of the latter and almost the whole of the former are really destined for China and Japan. A round sum of 7 millions sterling should therefore be transferred from the figure of exports to British possessions to that of exports to Foreign contries. The adjusted figures would then stand thus—

Exports—	£
To the United Kingdom	21,165,000
To other British possessions	11,061,000
To Foreign countries	51,694,000
TOTAL	83,920,000

The nature of the chief articles of export trade and their destinations were as follows:—

	To United Kingdom.	To other British possessions.	To Foreign countries.	Total.
	£	£	£	£
1. RAW MATERIALS (chiefly cotton, jute, seeds, hides and skins, hemp, dyestuffs, lac and silk).	11,379,000	1,002,000	26,984,000	39,365,000
2. FOOD STUFFS (chiefly tea, coffee, wheat, rice, and spices).	8,172,000	6,083,000	9,675,000	23,930,000
3. MANUFACTURED GOODS (chiefly cotton twist and yarn and piece-goods, gunnies, and woollen goods).	1,335,000	2,759,000	10,500,000	14,594,000
4. OTHER ARTICLES	279,000	1,217,000	4,535,000	6,031,000
TOTAL ...	21,165,000	11,061,000	51,694,000	83,920,000

4. It will have been observed that about three-fourths of our total imports come from the British Empire. Of the remaining one-fourth, a substantial part consists of articles such as petroleum, beet sugar, wines, silk manufactures and the like, which the British Empire either does not produce or is not in a favourable position to supply. It is also seen that our imports from the British Empire exceed our exports thereto by 7½ millions sterling; that on the other hand our exports to foreign countries exceed our imports therefrom by about 38 millions sterling, and that our total exports exceed our total imports by upwards of 30 millions sterling. Inasmuch as India is a debtor country, it follows therefore that we are at present dependent on our trade with foreign countries for the discharge of our net international obligations. This is an element of the first importance in the consideration of the present question and we shall return to it later.

5. We have now to consider the manner in which our trade, both import and export, is affected by existing tariffs. In respect of imports the Indian tariff, as you are aware, with one or two unimportant exceptions, imposes duties purely for revenue purposes. It is entirely free from any trace of preference and from any protective intention. With the exception of a very few specially rated articles, of which the chief are petroleum, salt, and wines and spirits, its ruling feature is a low duty of 5 per cent. *ad valorem*, which in the case of cotton piece-goods is reduced to 3½ per cent.

and in the case of iron and steel to 1 per cent. The free list is not very extensive, but includes the important items of machinery and cotton twist and yarn. In the case of cotton piece-goods and of salt, an excise duty is imposed of an amount equal to the import duty. While we do not deny that in theory, some minute protective effect may be attributed to our present system, yet we hold that such effect is quite insignificant in practice, *firstly*, because in the case of the largest article of import, and some minor ones, an equivalent excise duty is imposed : *secondly*, because a large part of the imports consists of articles which either in kind or quality India does not produce at all : and *thirdly*, because our general import duties are on a very low scale, such as would in most continental countries be regarded as merely nominal. Almost the only exception to the general rule is the duty on petroleum. Our countervailing sugar duties we do not regard as protective in the true sense of the term.

6. With regard to our exports, the situation is more complex. From the statement in paragraph 3 above, it will be seen that the value of raw materials approximate to 50 per cent. of the total value of our exports. The articles which form this group are required by the importing countries for their manufacturing industries, and it is to their interest to admit them on the easiest possible terms. The significance of this feature of our trade is clearly brought out in Table C attached to the Minute of our Honourable Colleague Sir Edward Law, which forms an enclosure of this despatch. Thus our seeds, the export value of which amounted to nearly 10 millions sterling, are admitted free everywhere except in Germany, Italy, Austria Hungary, Russia, and the United States of America, and in the three latter countries duties are levied on one or two classes only. Our raw cotton, valued at nearly 10 millions sterling, is free except in Italy and Russia. Raw jute, valued at nearly 7½ millions sterling, is free everywhere except in Russia. Our hides and skins, exceeding in value 5½ millions sterling, are free except in the United States and with some slight exceptions in France and Japan. Our dye stuffs, valued at nearly 1¼ millions sterling, are free except in Germany, Russia and Japan. Similar remarks apply to numerous minor exports of this group, such as timber, raw silk, wool, hemp, manures, and cattle fodder. Even when duties are imposed, they are as a general rule of moderate amount. Deducting the items,

which are subject to duty, and which approximate to 3¾ millions sterling in value ; it will be seen that raw materials to the aggregate value of 21¾ millions sterling obtain free entry into the more important foreign countries concerning which we have definite information on this point. This somewhat exceeds 25 per cent. of the whole volume of our exports of all classes taken together.

7. In the three other classes this privilege does not obtain except in the United Kingdom and Holland, and in the United Kingdom tea, coffee, tobacco, and unrefined sugar are subject to very high duties. Excluding these four articles, the value of our exports to the United Kingdom in the three classes of food-stuffs, manufactures, and other articles, amounted to nearly 5 millions sterling, all of which obtained free entry. Raw materials to a value exceeding 11¼ millions enjoy the same advantage.

8. The net result is that Indian exports to a value exceeding 38 millions sterling and approximating to one-half of the entire volume of our export trade are admitted free of duty into the consuming markets, while of the remainder a considerable proportion is either subject to relatively moderate duties or, as in the United Kingdom, to duties imposed for purely revenue purposes and with no attempt to differentiate against us. This remarkable and gratifying result is directly due to two causes, *viz.*, (1) to the favourable fiscal policy of the United Kingdom, and (2) in far greater degree to the nature of the bulk of our exports, which consist in great measure of raw materials which are an object of importance, if not of necessity, to the countries importing them. The great advantage which our trade thus obtains appears likely to endure so long as the causes creating it continue to operate.

9. The question now presents itself, how is the present condition of things likely to be affected by the inclusion of India in any scheme of inter-Imperial preferential tariffs ? And here we are confronted by the difficulty that we have no definite information—it may indeed be said, no information at all—as to the terms on which it may be proposed that India should join in such a system. Two possible alternatives have however presented themselves to us, and we propose to discuss each of them in turn.

10. In the first alternative India might join the scheme on exactly the same footing as any of the self-governing colonies,

and would, if need be, impose duties of a protective character against imports from the United Kingdom and other parts of the British Empire subject to the condition that, so far as her circumstances permitted, she should give substantial preferential treatment to the products and manufactures of the United Kingdom. This privilege would be conceded without requiring India to surrender any advantage which she now possesses in the home market, and without withholding from her any additional advantage in the form of preferential treatment which the Home Government might resolve to accord to other dependencies of the Empire.

In this connection we do not propose to dwell on the possible consequences to India of any action that might be taken by foreign countries as a result of their partial exclusion from our markets. That essentially important point will be considered later on. It is sufficient to say that this alternative is not, so far as we can judge, within the sphere of practical politics. All past experience indicates that in the decision of any fiscal question concerning this country, powerful sections of the community at home will continue to demand that their interests, and not those of India alone, shall be allowed consideration. It has already been shown in paragraph 3 above that our imports from the United Kingdom alone are more than 2½ times as great as those from all foreign countries taken together. If Colonial imports are included, the total is more than three times as great. If Indian industries are in need of, or should now desire, a measure of protection, protective measures would necessarily seriously affect imports from the United Kingdom, and would only in a secondry degree effect those from foreign countries. We cannot imagine that the merchants of Lancashire or Dundee, to mention two interests alone, would be likely to acquiesce in such a course even though it were accompanied by still higher duties against the foreigner, or that it would be accepted by the Home Government. We therefore dismiss this alternative as beyond the range of the present discussion.

11. In the second alternative India would maintain her import duties on British and Colonial goods, at such low general rate, equal to or somewhat less than that now in force, as may be required for revenue purposes and would impose a slightly higher rate on foreign goods sufficient to give the former class a preference of 25 per cent. or thereabouts.

12. The results of this alternative might be of appreciable advantage to the United Kingdom. Our Honourable Financial Colleague has shown in his Minute, to which allusion has already been made, that although British imports into India to the value of 23 millions sterling are practically secure from foreign competition even under present conditions, yet there remain imports of the value of approximately 10 millions sterling in which effective competition prevails. In respect of these a substantial preferential tariff against the foreigner would be of material benefit to the British manufacturer.

13. But as regards India, the balance of advantage is distinctly adverse. In the first place, we might be forced to shape our policy not in accordance with our own needs, but according to the interests and demands of other constituents of the Empire. Secondly, we should lose a portion of the revenue that we receive at present from British and Colonial imports, being left to make up the deficit by enhanced duties on foreign goods. As the latter are only from one-fourth to one-third as great in value as the former, it might prove difficult to secure in a suitable manner the maintenance of our present revenue from Customs. The last and greatest source of injury, *viz.*, the probability of retaliation by foreign countries, and its consequences to our trade and our financial situation, is discussed in a later paragraph of this despatch. On the other hand, the preferential advantage which we might hope to receive is neither large nor assured. If duties are not to be imposed on raw materials imported into the United Kingdom, India can receive no advantage in the home market for these. In the case of tea, India and Ceylon already divide between them more than nine-tenths of the trade of the United Kingdom. A reduction of the present duty of 6*d.* a lb. might not improbably stimulate consumption and would so far benefit this country, but for preferential treatment as such there is very little room. In the case of wheat there is ample room; but the supply from India, though increasing, is still uncertain; any advantage that might be given would be shared not merely with Canada, Australia, and New Zealand, but also with growers in the United Kingdom itself; and moreover it seems inevitable that any duty that may be imposed on this article, and therefore any preference to India, must be of relatively small amount. In the case of rice, India already supplies

two-thirds of the demand in the home market. The only considerable articles of consumption that remain are coffee and tobacco. Of the former, our total exports to all countries amount to only about one-third of the foreign import into the United Kingdom, and a large proportion exceeding £200,000 worth per annum —finds a profitable market in France notwithstanding the relatively heavy duty levied in that country. Indian tobacco is at present very unfavourably treated in the United Kingdom, being subject to the same specific duty as the higher valued American article. If the two were placed on a footing of equality, and still more if the Indian article were accorded preferential treatment, our trade should receive a considerable stimulus, although pipe tobacco, for which the demand in England is so large, has not hitherto been manufactured successfully in this country. We may add that Indian indigo would benefit by discrimination against the artificial product.

As regards this second alternative, we are of opinion that a preference of one-fourth calculated on a very low rate of duty, would be of little material advantage to British manufacturers exporting their wares to India. A larger proportionate preference or the same proportion calculated on a relatively high rate of duty, would be likely seriously to affect the trade of foreign countries in manufactured goods, and in proportion as it benefited the British manufacturer would tend to embroil us with the foreigner and provoke the latter to measures of retaliation.

14. This brings us to the consideration of the very important point to which reference has been made in more than one previous passage of this despatch, *viz.*, the possibility that the concession of a preferential tariff to British goods might lead to reprisals by foreign nations, and the consequences thereof to our trade and our financial position. This question has been considered with much fulness by our Honourable Financial Colleague, Sir Edward Law, in a Minute which is annexed hereto. Our Honourable Colleague lays great stress on the fact that a large proportion of our export trade consists of raw products and that foreign countries are interested in obtaining these at the cheapest rates, as well as in supplying us with their manufactures. He has discussed with abundance of detail the trade of India with each of our more important foreign customers, and has shown the extent to which, in his judgment, the cardinal fact above stated is likely to prove effectual in averting retaliation. His

view is that in respect of a number of these countries, the position of India is one of considerable defensive strength, but that this is not the case with every country nor by any means with regard to all classes of produce exported; and he arrives at the conclusion that, with a few possible exceptions which he enumerates, it is more in the interest of India to leave matters as they are than to embark on a new fiscal policy, unless by its adoption very great advantages should be secured for our exports to the United Kingdom and the Colonies.

15. We desire however to state our opinion on this point somewhat more emphatically than our Honourable Colleague has done. As already explained, we are not of opinion that India can expect very material advantages in the Imperial market by any measure which appears to be within the range of discussion. On the other hand, our Honourable Colleague may have underrated both the power of retaliation which foreign countries possess, and also their readiness to use it. We are fully alive to the value of the safeguard that we possess in the fact that so much of our exports consists of materials used in foreign industries, and we believe that, in normal conditions, foreign nations will be deterred by the powerful motive of self-interest from striking at us lest in doing so they might injure themselves. But it would seem to us to be unwise to rely too much upon the hypothesis that India enjoys an effective monopoly in any large number of articles which are essential to the existence of foreign industries. Such a monopoly we at present hold with regard to jute and perhaps the coarser classes of jute manufactures, as also in til seed, lac, teak wood, myrabolams, and mowra, while in some other articles we enjoy advantages of the nature of a modified monopoly owing to their limited production in but very few countries. With regard however to the greater portion of our exports, they compete successfully in foreign markets by reason of their cheapness rather than of their quality or kind. We cannot feel confident that the conditions and requirements of foreign industries have yet been ascertained with the precision and fulness necessary to make them a sufficiently broad and stable basis on which to rest a fiscal policy of very problematic value to India, whilst the consequences of failure might result in irreparable disaster.

16. In this connection, we desire to emphasize, with all the weight at our command, the argument elaborated in paragraph 138 of our Honourable Colleague's Minute. The factor there stated is peculiar

to India, and differentiates her case in relation to the matter under discussion from that of any other member of the Empire. India is a debtor country. Her net obligations are approximately 6 millions sterling* per annum. The major part of this great charge is payable in a currency different from that in which her revenues are collected. The only means consistent with national solvency of discharging this obligation lies in the preservation of an equivalent excess of exports over imports; in other words in maintaining a sufficiently favourable balance of trade. It is therefore a vital object with us to stimulate our exports by every means in our power, to seek new markets and develop old ones, and to remove all obstacles which stand in the way of growing external demand. If, then, notwithstanding the safeguards which we possess, we should unhappily be drawn into tariff wars with powerful countries, it cannot be doubted that, whichever way the ultimate victory might incline, our export trade would, for the time being, be injuriously affected. Such a result would be fraught with the gravest consequences. By ten years of effort, sacrifice and perseverance, we have slowly built up a fair measure of public confidence in the stability of our finance. Exchange has been steadied: our credit is good and improving: our rupee securities are rising in relative value in the London market: and we have created the nucleus of a reserve of gold. But if by a change of fiscal policy the balance of trade in our favour should dwindle or disappear, the whole work of ten years would be sacrificed; and the setback to our trade, our revenues, and our credit would immensely outweigh any benefits that we might reasonably expect from the most unconditional surrender of our opponents in the war of tariffs. We cannot sufficiently impress this danger on your attention. Even if the chances of success were greater than we conceive them to be, we hold that the certain cost of the struggle and the severe penalties of defeat would be too heavy a price to pay.

17. Our conclusions then, based on the imperfect information before us, and having regard to the hypothesis which we have framed as to the terms on which India might participate in a policy of preferential tariffs within the Empire, are as follows:—

Firstly.—That without any such system, India already enjoys a large, probably an exceptionally large, measure of the advantages of the free exchange of imports and exports.

* See Statistics of Revenue and Finance, p. 164.

Secondly.—That if the matter is regarded exclusively from an economic stand-point, India has something, but not perhaps very much, to offer to the Empire ; that she has very little to gain in return ; and that she has a great deal to lose or to risk.

Thirdly.—That in a financial aspect, the danger to India of reprisals by foreign nations, even if eventually unsuccessful, is so serious and their results would be so disastrous, that we should not be justified in embarking on any new policy of the kind unless assured of benefits greater and more certain than any which have, so far, presented themselves to our mind.

18. We have now arrived at the last stage of our enquiry, *viz.*, whether any change in our present tariff policy is expedient and if so, in what direction. And here it has been brought home to us by recent events that, even without any hostile action on our part, it is possible for India to become the object of attack by foreign nations. In 1900 the action of France in proposing to subject imports from India to the higher or "general" tariff in place of that formerly applicable to them was not due to anything we had done, but, so far as we can ascertain, was merely a move in the impending conflict between that country and Brazil. More recently, the threat of Russia to enhance her already exorbitant duty on Indian tea followed the passing of the Sugar Convention Bill in the Imperial Parliament. In the former case, we were enabled by the grant of a small tariff concession in favour of vinegar and copperas (which was applicable to all countries, and which cost us very little) to secure most-favoured nation treatment, and to escape the almost penal enhancement to which our coffee and pepper would otherwise have been subject. (The terms of the Convention were however really much more favourable to France than appears at first sight.) In the latter case, we advised Lord George Hamilton that we should be prepared to impose a differential duty on Russian petroleum. In both cases, negotiation was rendered possible by the fact that India possesses an import tariff, and in the latter case by the further fact that we have announced our readiness, in case of need, to differentiate against the goods of a country which assumes a hostile attitude. It is possible also that the course taken by India in 1899 in imposing countervailing duties on bounty-fed

sugar may have had some share in inducing the bounty-giving countries of Europe to participate in the Brussel's Conference, whose object was the abolition of bounties on sugar, thus securing greater freedom of exchange of this commodity.

19. If the United Kingdom should eventually resolve to adopt a policy of preferential tariffis, or of retaliation, it is conceivable that the device of attacking her through her chief dependency might receive further development at the hands of foreign countries. In that event, if India adheres to her former principle of refusing to differentiate between the imports of different countries, she may suffer by being made the battlefield of conflicting interests with which she has no direct concern. A foreign country, secure in the possession of a free and equal market for its goods in India, may be emboldened to penalize Indian trade in order to bring pressure to bear on the Mother-country or the Colonies. This is a danger which we might be called upon to meet, and other nations will probably be less likely to adopt so injurious a course if they are led to know that we shall be prepared if need be to retaliate in kind upon their imports into India.

20. Even where no actively hostile action has supervened, and nothing further than friendly negotiations are in progress, it seems probable that greater freedom of policy on our part would be attempted with beneficial results. The negotiations with France to which we have referred would not improbably have been less protracted and the terms of the Convention might have been more advantageous to India, had the other high contracting party been cognizant that we were not deterred by considerations of general policy from revising the duties on French wines and spirits, silk goods, and haberdashery. Similarly in Japan both our indigo and our saltpetre are subject to unfavourable treatment, and the representations which we have constantly urged the Secretary of State to make on our behalf have hitherto borne no fruit. The knowledge that Japanese matches and silk are in any case secure of equal treatment in India has possibly not been without its effect in producing this barren result.

21. In view of what has been said in paragraph 15 of this Despatch, we need scarcely affirm that any actual measure of retaliation should only be adopted with the greatest caution and in the last resort, and in circumstances which in the most careful judgment

afford a strong assurance of success. We would avoid all tariff wars, and we recognize that it would be a calamity should we become involved in such struggles with the important purchasers of our exported produce. In no circumstances whatever should we allow a policy of retaliation to develop into one of aggression. All that we seek is that we shall not be pledged in advance to accord equal treatment to the imports of all countries alike, irrespective of whether they penalize our exports or not. And we are hopeful that the mere announcement that our hands are free will of itself suffice to maintain us in the enjoyment of that considerable measure of free exchange which we already possess, and from time to time even to extend it.

MINUTE BY THE HON'BLE SIR E. F. LAW, K.C.M.G.

The question of Preferential Tariffs is in itself one of extreme difficulty, and, in present circumstances, the difficulty of its discussion is rendered almost overwhelming by the fact that we do not know the exact line of policy which must be discussed.

2. Roughly, three general systems are recognised, which may be classed as Free Trade, Fair Trade, and Protection. The actual system prevailing in India to-day is neither pure free trade, as it is understood by its doctrinaire votaries, nor fair trade, nor protection.

3. Fair trade has not been adopted as a principle in India, although we recently made a small step in that direction when, by negotiation with France, we secured better terms for the importation of our coffee into that country, by making some concessions in the duties charged on the importation of one or two articles of French production into India. Fair trade, as I understand it, is a system of reciprocity, which, I take it, means in practice being prepared to put a sufficiently high duty on some or all of the imports from another country with which trading transactions are large, to check or even stop certain of such imports unless that country makes some concessions in tariff rates on those articles of exports the trade in which is threatened by the duties they have imposed or intend imposing. Fair trade requires keen bargaining in commercial treaties and that such keen bargaining may be successful, it is absolutely necessary that the negotiator should be thoroughly versed in the conditions affecting trade in each individual article which he has to consider, alike with reference to the interests of his own country, and those of the country with which he is negotiating. As an instance I may point out that, whilst in negotiating

with Russia it might be practical politics to press for a reduction in duties on Birmingham goods, it would be useless to ask for a reduction on Manchester shirtings or prints. The amount of capital sunk in cotton mills in Russia is so large that any serious competition with their trade would produce a widespread industrial, and probably financial, crisis which she could not afford to risk.

4. In my opinion, such detailed information and experience as is required for the successful negotiation of commercial treaties on a fair trade basis, in the interests of the United Kingdom, is not at present available. The enquiry which His Excellency the Viceroy has suggested should now be made, may do something towards providing a small portion of the requisite knowledge, as regards Indian interests; but, even as regards the trade in articles of export from, or import into India, we ought to know, not only the trade conditions with regard to such articles in India, but also those in the United Kingdom and the various foreign countries with which our commercial transactions are of importance. We must know where and how the shoe may pinch in each country with which we deal, in order to know how suitably to ease it when advisable, or make the pressure felt when necessary.

5. The isolated instance of the countervailing duties levied in India on imported sugar can hardly be fairly classed as a protectionist arrangement, although it perhaps savours of that nature. Protection, as I understand it, means a determination to protect home industries by hindering the importation of the productions of rival producers, even at the risk of raising prices to the home consumer, of articles not produced in his own country, and necessarily imported. Apart from all other considerations the evident dangers of protection are—(1) That weak Governments accord it too freely and beyond the reasonable interest of protection against competition from foreign rivals, and thus encourage over-production with its resulting industrial and financial crises. (2) That protection may be accorded to industries for which local circumstances are by nature too unfavourable to permit of the growth of healthy business.—The United States have thrived under a system of absolute protection. Germany was certainly thriving until three years ago, but since then there have been failures and difficulties which some may attribute to an undue system of protection, although so many factors in the situation have to be taken into consideration that, whether correct or not, I do not believe that the

proposition is susceptible of proof. Russia has collapsed industrially and commercially under a system of protection, and in my opinion the collapse is due to protection having been given in the most unreasonable manner to encourage the establishment of industries for which local conditions were absolutely unfavourable, and to the exaggeration of protection to accelerate the growth of other industries which might in due time have prospered, but have been forced into an unhealthy hot-house growth, leading to premature decay. The experience of these three countries does not appear to afford satisfactory evidence either of the universal utility of protection, or of its universal harmfulness.

6. Complete free trade, as it is understood by doctrinaires, we have not got in India, since duties are admittedly levied on certain articles, and not levied, or levied at reduced rates, on others, in accordance with what have been assumed to be the interests of local requirements (and of British trade, as regards cotton goods) in connection with their importation. As a general rule, however, our tariff has been fixed mainly with a view to revenue considerations; and as the consumption of imported articles is not, as far as we know, materially checked in any direction by customs duties, I think that our actual position is much nearer free trade than to either of the other recognised systems.

7. *Primâ facie*, the fact that the value of exports from India to foreign countries greatly exceeds the value of imports from these countries into India, would appear to indicate that India would have more to lose than to gain by adopting a system of preferential tariff rates prejudicial to suppliers of articles imported into India and tempting them to discriminate against their imports from India. It is, however, probably as dangerous to generalise on this point as on any other connected with the intricate question before us. It is evident that if this generalising principle holds good, the enormous advantage to the United Kingdom of adopting a system of preferential tariffs could not be disputed.

8. The total annual value of Indian exports to all foreign countries, exclusive of the United Kingdom (and including exports to China *through Hong-Kong and the Straits Settlements*) is approximately 55 *millions sterling, whilst the value of our imports from these countries is about 17 millions sterling. This* aspect of the question would appear to give, as regards comparative *total* values of our export and import

trade with foreign countries, a much larger field to the latter for retaliation, than is open to us for the imposition of duties on their manufactures; but a close examination of the question shows that the correctness of this conclusion is dependent on a number of factors which must be carefully considered in detail. The first is, would it pay the foreign countries in question to put such extra duties on their imports from India as would be necessary for effective retaliation, should we impose higher duties on the articles we receive from them? This question can only be answered if we can pronounce as to the necessity which they may be under to continue importation from India. I think that such a necessity exists to a greater or less extent, as regards many important articles of export from India, and I may cite, as examples, those shown in the subjoined table, with the average value of our exports of each to foreign countries excluding the United Kingdom, during the five years ending with the year 1902-03:—

	£
Opium	5,470,000
Indigo	1,120,000
Myrabolams	110,000
Mowra	90,000
Jute	3,460,000
Jute manufactures	4,300,000
Teak wood...	160,000
Lac	470,000
Til	1,450,000
TOTAL ...	16,630,000

9. In the production of most of the articles above scheduled, India enjoys a practical if not an absolute monopoly, and if foreign countries require them they must import them from India, and therefore except in so far as, to their own prejudice, an increase of duties may diminish consumption, enhanced tariff rates will not affect their importation. The value of our exports of such articles is, as noted, upwards of 6½ millions sterling.

10. This consideration makes a very important change in the proportion between our import and export trade which it is necessary to consider in connection with the question under discussion. It is, however, not only in connection with articles in which India enjoys a practical monopoly of production, that foreign countries are likely to find very strong reasons for hesitating to increase their import duties; there are also other articles of importance of which the production in

other countries than India is so limited that any increase in the price, to the foreign consumer of the article imported from India would inevitably result in an increase in prices all round, and this would certainly not prove agreeable to the foreign consumer. Among such articles I may mention rice, hides, skins, certain classes of drugs, oil-seeds generally, and spices, as regards all of which production is limited to a relatively small number of countries.

11. I propose to consider the trade of India with each country in turn, with which our commercial relations are of importance, and as far as available information permits, to consider also the conditions of that trade as regards the demand for the more important individual commodities exchanged.

China.

12. Indian trade with China far exceeds in importance than with any other country except the United Kingdom. The average total value of import and export trade together has, during the five years ending with 1902-03, approximated £4,310,000. But this figure represents only that tabulated in our statistics for direct trade with China; it does not include trade through British Colonies in Asia, and as a matter of fact the great proportion of Indian trade with Hong-Kong and much of that with the Straits Settlements, is merely a transit trade for China. The value of the export trade to Hong-Kong averages approximately £5,730,000, and if we admit that even 20 per cent. of the exports to the Straits Settlements are destined for Chinese markets, we arrive at a total of approximately 11 millions sterling as the average value of our export trade with China.

13. Our trade with China, whether export or import, will however not be affected by the adoption of a system of preferential tariffs with European countries, or British Colonies and Possessions. The conditions of trade with China as regards tariffs have been quite recently fixed by treaty, and must remain the same, independently of what we may do with other countries, at least until the expiration of the recently concluded treaty. We may therefore omit trade with China from the consideration of the question under discussion.

Germany.

14. After China, the most important country with which we have to deal is Germany. The value of our exports to Germany, during the past five years, approximated an annual average of £6,000,000, whilst the average value of our imports from Germany was approximately £1,500,000.

15. The most important articles exported to Germany are raw cotton, for a value of approximately £1,230,000; raw hides for approximately £910,000; raw jute for about £1,330,000; linseed for approximately £810,000; rapeseed for approximately £450,000; and til seed for approximately £130,000. The aggregate of these values exceeds 4¾ millions sterling, or in other words, the total value of the exports of these commodities is approximately 80 per cent. of our total exports to Germany. If we examine the nature of the demand for these articles, it will be found that practically, in each case, their importation is a necessity for the success of some important German industry in which large capital has been invested, and any check to which would prove a serious blow to German economic prosperity.

16. The imported cotton is, I believe, almost entirely of one quality only, namely, that which is produced in Sind, and which is required for the manufacture of cotton and mixed fibre carpets and rugs in which cheap cotton is a necessary element. If, as I have reason to believe, the special German industry of manufacturing cheap rugs and carpets is dependent upon a supply of Sind cotton, it is evident that Germany must import the article, and in its own interest should continue to import it free of duty.

17. Raw hides are a very important article of export to Germany, and although I cannot say for what particular purpose the Indian quality is required, it is evident that the loss, or a check in the supply, would lead to such an enhanced price as must necessarily tend to disorganise the leatherware industry.

18. Jute is an Indian monopoly, and should Germany place any obstacle in the way of its free importation, the Jute manufacturing industry in Germany would be beaten by the competition of such countries as continued to import the raw article free, whilst for her own requirements Germany would be obliged to import jute manufactures, which it may reasonably be supposed would chiefly be imported from India.

19. With regard to the German importation of linseed, rape, poppy and other oil-seeds, these are required for the manufacture of oil, which is an important industry at Hamburgh and Bremen, for export purposes. If Germany were hampered in the importation of these oil-seeds, she could not compete in the export trade of oil with other countries which received them freely.

20. In this connection I may mention that Germany used to import large quantities of linseed oil from London; but the course of trade was artificially changed by the imposition of an import duty on the oil, and now Germany imports the seed at a trifling rate of duty (probably under 2 per cent.), and exports the oil to London, which receives it free of duty. If either England were to impose a duty on the importation of linseed oil, or Germany were to impose an enhanced duty on the importation of the raw linseed, the oil-pressers of Hamburgh and Bremen would be ruined.

21. Amongst oil-seeds imported into Germany, til (or gingelly) requires special mention. This article is, I am informed, a practically necessary constituent in the manufacture of cheap margarine of good quality, and the German margarine trade, which is a very important one, would be most seriously disturbed were the supply of the commodity restricted, or its price enhanced.

22. In connection with all the above-named oil-seeds and most of the other articles of Indian origin imported into Germany, we should take note of the fact that a very large proportion of the imports of these articles into Belgium is for transmission to Germany. The value of cotton imported into Belgium is £850,000, and the value of the oil-seeds is about £1,300,000. If, as would be correct, a considerable proportion of these values be added to the value of German imports of raw material from India, the industrial dependence of Germany on India is shown to be still further increased.

23. I have mentioned the more important articles of export from India to Germany, but there are various others of which the individual values are relatively small, and with regard to which the conditions above noted equally apply. Of these I may perhaps more specially mention lac and certain classes of timber. The annual value of exports of lac to Germany is about £100,000, and of timber about £40,000. Lac, if required, must be obtained from India, as also teakwood, which with sandalwood are the important classes of Indian timber exported to Germany. Spices can, of course, be obtained from other southern countries in Asia, but it is unlikely that Germany could well afford to entirely close her doors to the importation of Indian spices.

24. The fact is that the German tariff has been carefully thought out, and that, to encourage home industries, the importation of such

raw commodities as are exported from India is, in Germany's own interests, either free or subject to relatively light duties. The imposition of duties would, according to German ideas, as expounded in practice by their present tariff classification be prejudicial to industries on which German prosperity depends. Indeed, I feel some confidence in saying that, far from having anything to fear should Germany desire to adopt a tariff hostile to Indian interests, we may rest fairly assured that she could not, in her own interests, tax our exports. On the contrary, if we desired to deal a severe blow to German Industrial prosperity, it seems open to us to do so by imposing export duties on certain commodities we ship to Germany, whilst allowing her industrial competitors to receive them free of such duties.

25. As an illustration, I may refer once more to the German export trade in vegetable oils to England. Whatever may be the superiority of German over English methods of pressing oil, the small advantage to be obtained from such superiority, which at present enables Germany to ship linseed oil to London, would immediately disappear if she had to pay a higher price for the seed than that paid by her English competitors, and it is to be remembered that England is not her only competitor in this line.

26. I now return to the question of the possibility of retaliation against any measures Germany might take to check our export trade, and I may say at once that we could not do very much, at present, by increasing import duties on German goods, for the total value of our imports from Germany only approximates £1,500,000, and it is composed of so many different articles that even a prohibitive rate of duty imposed on several of them could not seriously affect German industry. Some effect might, however, be produced as regards our imports of German woollen manufactures, of which we receive nearly £270,000 worth per annum ; hardware and cutlery, of which we receive about £135,000 worth ; and sugar (of a value of about £230,000 per annum), with which Germany only desires the opportunity to deluge our markets.

27. Leaving aside China, the conditions of the trade with which I have already considered, France and the United States are, next to Germany, the most important importers of Indian products. The value of our exports to the United States averages approximately £4,950,000 per annum and our exports to France exceed £5,100,000.

28. Our chief exports to the United States are, in order of importance, raw skins and hides to the annual value of about £1,600,000; jute manufactures, about £1,530,000; raw jute, about £710,000; lac, about £280,000; tanned skins about £260,000; and indigo, about £180,000. Raw jute, indigo, raw skins, and lac are free of duty under the American tariff, whilst a fairly heavy duty of about 15 per cent. is imposed on raw hides; on tanned skins 20 per cent.; and on jute manufactures about 20 per cent.

United States.

29. Our position with regard to indigo is not assured, unless it may be proved that it can hold its own against the German artificial product; and since the Americans can afford to impose a duty of 20 per cent. on tanned skins it may be assumed that as regards that article also our position is not very secure. As regards jute, our position is safe enough, but as regards jute manufactures it can only be made secure by putting an export duty on jute and allowing the manufactures to be shipped free.

30. I know nothing, unfortunately, of the conditions of the demand in the United States for raw hides, and I cannot therefore say whether the duty of 15 per cent. is intended to protect home production, or whether it is purely a fiscal duty which it is considered may safely be levied on home consumption. On the other hand, the free importation of raw skins from the most suitable market is doubtless a necessity for the prosperity of the very important boot and shoe industry. American boots and shoes, which are now very largely exported, would probably find it very difficult or even impossible to compete with Northampton, if they were handicapped by a higher price for raw material.

31. On the whole, therefore, I am inclined to think that should the United States introduce a tariff intentionally hostile to Indian trade interests, they could do us some harm, though perhaps not much.

32. As regards the possibility of retaliation by increased duties on American imports into India, we could, I think, do little. The total value of our imports from the United States barely exceeds £830,000. The average value of imported American petroleum is approximately £440,000, and I think that it is only by levying increased duty on the importation of this article, and by imposing an export duty on raw skins and raw jute, that we could in any way seriously prejudice American industries.

33. I now turn to the consideration of our export trade to France, the total value of which somewhat exceeds five millions sterling. The most important of our exports to France are coffee, about £260,000; raw cotton, about £500,000, raw hides, about £200,000; jute, about £660,000; and various oil-seeds, about £2,550,000; included in which linseed figures for £590,000.

France.

34. The duty on coffee is nearly 100 per cent. *ad valorem*, and it is certain that France would be in no way affected if her supplies of coffee from India were entirely stopped.

35. I have unfortunately no information as to whether any special quality of Indian cotton is required for French industry, and in the absence of such information, it is safer to assume that French requirements in this direction could be supplied without Indian assistance. There is no duty on the import of cotton into France.

36. There is no duty on the import of hides into France, but the quantity imported is not sufficiently large to lead to the supposition that any important export trade is dependent upon a supply at the cheapest possible rate. To a certain extent hides may be required for sole leather, and I have reason to believe that the French export trade in the finer qualities of boots and shoes, though relatively small in quantity, is of some considerable importance in value. The French importation of Indian skins, raw or dressed, is quite small, and presumably for the "uppers" of French boots and shoes a finer quality is required than is obtainable from India.

37. As regards jute, it is certainly essential to an important French industry that the raw material should be obtainable at the lowest possible price. There is no duty on imported jute, and it would clearly be highly prejudicial to French interests to impose a duty.

38. Marseilles is the seat of the great French oil pressing industry, which includes the production of oils, such as linseed, for ordinary purposes, finer oils for adulterating olive oil to produce Lucca and Provence salad oil, and the oil extracted from til seed, which as I have already mentioned, is almost a necessity for the production of good margarine—an important industry in Marseilles. All these seeds are imported free of duty into France, and I do not believe that French industry could afford any such in-

crease in their price as would result from the imposition of a duty. No French Government could withstand the outcry in Marseilles if the oil and margarine industries were interfered with, and the threat of an export duty in India on the raw material would probably compel the French Government to accord favourable terms for the importation of other Indian products with regard to which our position may not be strong.

39. The value of wheat annually exported to France averages approximately £290,000. The duty payable is about 46 per cent. *ad valorem*, and owing to the very strong feeling in France in favour of protecting agricultural industries, it is hardly probable that any reduction could be obtained, but it is worth noting that a supply of the special hard wheat produced only in the Central Volga provinces of Russia and in India is a necessity for the French semolina industry.

40. The value of our imports from France is under £800,000 and spread over a very large variety of articles ; of which only four can be considered as of even relative importance. These are—apparel, for about £140,000 ; cotton manufactures approximating £60,000 ; wines and liquors about £160,000 ; and silk manufactures, £135,000. We could no doubt supply all our Indian needs for the above articles without serious inconvenience, even if fairly heavy duties were imposed on their importation. The total value of such imports is relatively so small that little practical harm could apparently be done to French industries by their exclusion from the Indian market ; on the other hand, France is so keen to secure favourable outlets for French products, that there is little doubt that a threat of discriminating duties on their importation would secure favourable concessions from the French Government for our export trade to France.

41. As an illustration of French keenness in securing favourable markets for their exports, I may refer to the arrangement concluded with the French Government in February of the current year. We were threatened with a tariff rate on the importation of Indian coffee into France, which, in view of Brazilian competition, would probably have killed our trade with France in the article. The French Government proposed that if we would reduce by 50 per cent. the rates of duties on vinegar and copperas imported into India from France, they would permit the importation of Indian coffee, pepper, and tea under their minimum, instead of their general tariff rates. This pro-

posal affected Indian exports to France of an average annual value of nearly £285,000, and on this value would, if the maximum tariff had been imposed, have resulted in a payment of additional duties on Indian goods imported into France, amounting to £317,600, but it is evident that the imposition of the maximum tariff would have so checked imports of Indian coffee, that the French exchequer would have gained little or nothing. The total value of the imports of French goods (vinegar and copperas) into India affected by the arrangement was only about £12,300, and the loss to Indian revenues by the reduction of duty conceded was £300. It is needless to dwell on the extraordinary advantage to Indian interests secured in this instance by an arrangement on fair trade principles.

Japan.

42. The next country in importance as regards the value of our export trade is Japan. The average value of the exports to Japan is approximately £3,520,000. The most important exported articles are raw cotton, for approximately £2,970,000, and indigo, for an approximate value of £180,000. The other items are few and insignificant in value. Raw cotton is admitted duty free, and presumably owing to proximity of market and other causes, its free supply is of considerable importance to the Japanese cotton industry. Indigo appears to be taxed at an *ad valorem* rate of duty of about 15 per cent. As I have already pointed out, until we know the final outcome of the struggle with synthetic indigo, it is impossible to say how far the supply of the natural product is of importance to the nations using it in their industries.

43. It would appear to be at least doubtful if it would be in Japanese interests to impose heavy duties on raw products imported from India.

44. Imports from Japan into India are quite insignificant both in quantity and value, the average annual total being about £460,000, of which silk manufactures account for nearly one half. It would of course be disagreeable to Japan to lose the Indian market for her silks, but it would not be likely to cause any serious disturbance of trade. On the whole, therefore, it would perhaps be unadvisable to enter on a tariff war with Japan. The situation as regards the question we are considering seems doubtful, but there is no reason why new arrangements with other countries should necessarily entail any change of business relations with the Japanese.

45. In order of importance as regards our export trade, we now come to Belgium, the annual average value of exports to which country approximates £2,850,000. The more important articles in this trade are cotton for about £850,000; wheat for about £370,000; and oil-seeds for a total value of approximately £1,300,000. It is impossible to say what percentage of the various commodities imported into Belgium through Antwerp are destined for the German market, but it is probable that a large proportion of both the raw cotton and the oil-seeds are merely received in Belgium in transit. All the commodities mentioned are imported into Belgium free of duty.

Belgium.

46. As regards the importation of cotton, it is probable that some part of it is for use in Belgium, but I have, unfortunately, no information as to the necessity under which Belgium cotton-spinners may be to supply any portion of their requirements by receiving raw material from India. It is, however, evident that such portion of the cotton imports as are destined for Germany cannot afford to pay even a light transit duty in Belgium.

47. As regards wheat, which is imported to a value of over £370,000, the relatively large quantity imported into Belgium, whilst the imports into Germany are practically *nil*, would seem to indicate with fair certainty that the grain received is for home consumption. Belgium could, however, presumably place a heavy duty on Indian wheat and exclude it from her ports without suffering any material inconvenience.

48. The large importation of oil-seeds is certainly in great part destined for the German market, but I cannot say whether any important proportion is retained in Belgium. As far as transit trade for Germany is concerned, it would be impossible for Belgium to levy any import duties without losing that trade.

49. From the above considerations it would appear fairly certain that we have little to fear, except in the case of wheat, from the adoption of a hostile tariff by Belgium.

50. As regards imports from Belgium into India the total value is about £1,680,000. This total is spread over a large number of articles, the principal of which are cotton manufactures, valued at about £70,000; dyeing and tanning materials approximating

£175,000; glassware about £90,000; iron about £380,000; and steel for approximately £430,000.

51. It is quite certain that Belgium trade would be much disturbed if India were to increase her import duties on dyeing and tanning materials, glass and glassware, iron and steel. It is therefore clear that India has little or nothing to fear from a tariff war with Belgium, should that country be so ill-advised as to discriminate against the importation of Indian produce.

Austria-Hungary.

52. Our total trade with Austria-Hungary is of an approximate annual value of £3,535,000, of which the export trade from India represents about 45 per cent., and the import trade from Austria into India about 55 per cent.

53. The more important articles exported to Austria-Hungary are cotton for about £650,000; indigo approximating £110,000; raw hides about £240,000; and raw jute approximating £330,000. All these articles are imported into Austria duty free, and consequently it would seem that they are seriously required for Austrian industries. I am, however, unable to give any information regarding the special nature of these requirements, though it may be presumed with fair certainty that hides are required for the manufacture of the cheap saddlery and leatherware manufactured in Austria in considerable quantities for the export trade.

54. The more important articles imported from Austria-Hungary are—apparel for about £150,000; cotton manufactures for an approximately similar amount; glass and glassware for about £180,000; hardware and cutlery for about £90,000; paper for approximately £80,000; sugar for approximately £880,000; and woollen manufactures for about £85,000. The trade in all these articles, and more especially in sugar, is of considerable importance to Austrian industrial prosperity.

55. There is not, I think, the very least fear of Austria adopting a tariff prejudicial to reasonable Indian interests.

Italy.

56. Italy stands next as regards the importance of our export trade, the annual value of which is about £2,050,000. The more important articles exported to Italy are: cotton to a value not exceeding £810,000; raw

hides for about £330,000; jute for about £260,000; linseed for about £160,000; and til for about £170,000.

57. The Italian duty on imported cotton is approximately 7 per cent. *ad valorem*. How far Indian cotton is specially required by Italian spinners I am unable to say, but it is probably, as in other countries, more or less necessary, on account of its relative cheapness, for mixing with the longer stapled products of America and Egypt.

58. Raw hides are imported free of duty into Italy. They are, I imagine, chiefly required for home consumption, but, as I have already mentioned, the world's supply of hides is limited, and no country could well afford to see the price of Indian hides seriously enhanced.

59. Jute pays no import duty. It is, of course, required for the Italian jute manufacturing industry, but this is not a large business. In Italy hemp spinning and weaving is of first class importance, and jute takes a very secondary place.

60. Oil-seeds pay a duty of apparently about 30 per cent. They are probably chiefly used for the adulteration of olive oil, which is a very important industry in Genoa. I must admit considerable surprise at discovering how highly oil-seeds are taxed. The high duty must most materially handicap the Italian oil mixers in their competition with Marseilles, and I should think that it would not be difficult by suitable representations to obtain a reduction in the rates of duty. It is, however, possible that the oil adulteration is conducted in bond at Genoa.

61. Our imports from Italy are insignificant in quantity and value; the average is about £530,000. The only articles of any importance are coral for about £40,000; cotton manufactures for about £140,000; and silk manufactures for about £100,000.

62. Leghorn is the centre of the world's coral trade, and coral would be imported from Italy in probably as great quantities as at present, even if paying a very much heavier duty. Cotton and silk manufactures, and particularly the former, would be excluded to the loss of Italian industries, if any important addition were made to our present tariff rates.

63. The conclusion as regards Italy is, that we are in no very strong position to accept a tariff war, but equally the Italians are not in a strong position to provoke it.

Russia.

64. The value of our exports to Russia is only about £150,000 and the duties paid thereon on importation into that country are fully 120 per cent. on the total value. By far the most important article of exportation to Russia is indigo, but the value exported is barely £30,000, whilst the duty is apparently about 12 per cent. *ad valorem*. Tea is also exported to Russia, but the value of the exports is only about £35,000. This is, however, a growing trade, and if the enormous duties at present levied, and amounting to nearly 250 per cent. *ad valorem*, were reduced, it is quite probable that a very important trade in Indian tea could be done with Russia.

65. The average value of our imports from Russia approximates £1,760,000, being greater than from any other countries except Austria and the United Kingdom. The value of the petroleum imported from Russia is about £1,730,000. The other items imported are equally insignificant in quantity and value.

66. Clearly we have nothing to fear from a tariff war with Russia, and, on the contrary, it would seem certain that if, acting on fair trade principles, we were to threaten the imposition of an increased duty on Russian petroleum, the Russians would be only too ready to offer to reduce their present exorbitant duties on tea and thereby perhaps afford most useful assistance to our tea industry.

Holland.

67. Our exports to Holland and imports from that country are equally unimportant. The aggregate value of the export and import trades barely exceeding £700,000. The only relatively important articles of export to Holland are oil-seeds, which are imported duty free, and the total value of which approximates £250,000.

68. From Holland we import cotton manufactures to a value of about £130,000 (they are probably made in Germany), and dyeing and tanning materials, which may or may not be of Dutch fabrication for an approximately similar value.

69. I do not think that in connection with the subject under consideration we need concern ourselves much about our trade with Holland.

70. We now come to the consideration of our trade with the United Kingdom. The aggregate value of our exports to the United Kingdom is about £20,850,000 whilst the value of our imports exceeds 33 millions sterling, and represents nearly 66 per cent. of our total import trade.

United Kingdom.

71. The large export trade includes many categories of first class importance. Among the chief may be named coffee to a value of about £580,000; cotton, about £400,000; indigo, about £330,000; rice, about £1,040,000; wheat, about £1,510,000; raw hides, about £280,000; dressed hides, about £565,000; dressed skins, about £1,340,000; jute, for upwards of three millions sterling; jute manufactures, about £700,000; lac, about £320,000; linseed for approximately £1,390,000 other oil-seeds, for about £530,000; tea for approximately £5,060,000; timber, for about £410,000; and wool, for about £715,000. To the above should perhaps be added manufactured tobacco, because although the exports to-day are very small, amounting to only some £30,000, there is good reason to look on this as a growing trade which, under more favourable conditions than those now existing, might develop great importance.

72. All articles exported to England are received duty free, except tobacco, tea, coffee, and unrefined sugar, and without preferential discrimination, the importation of Indian tea, coffee, and tobacco might easily be encouraged by charging duty on tobacco at *ad valorem* instead of specific rates, and by encouraging consumption of tea by lowering the duty. The actual duty on coffee is about 19 per cent. *ad valorem*, the duty on tea is approximately 90 per cent., whilst the heavy duty on tobacco at a specific rate weighs much more severely on imports of cheap Indian qualities than on the more expensive qualities imported from other countries.

73. If the encouragement I have suggested were offered to the importation of Indian tea and tobacco, and if a tariff were introduced in the United Kingdom discriminating in favour of Indian coffee, important advantages would be secured to the producers of these articles. To a minor extent, discrimination in favour of imports from India would be beneficial, in the case of various other products, the more important of which are probably wheat and oil-seeds. As regards the latter, however, it would seem doubtful if the imposition of a duty on seeds from other countries, sufficient to materially benefit the Indian producer, would be found to be in accordance with the interests of British manufac-

turers, to whom it is essential to secure the raw material at the cheapest rates possible. It should be specially noted that if, in accordance with the general foreign system of tariffs, the United Kingdom were to impose a reasonable duty on synthetic indigo, as a chemical compound, whilst admitting natural indigo free, as raw material, the difficulties of our indigo planters would disappear as by magic. And this is perhaps not too much to expect, the competition between the two articles being so close that the manufacturer could not appreciably suffer by the exclusion of the one or the other. This is an important point which should not be lost sight of.

74. There are many articles of British manufacture, the market for which in India would appear to be sufficiently secured to British manufacturers for a long time to come, without any assistance from a discriminating tariff. By far the most important of such articles are cotton manufactures, which are imported for an approximate value of £17,525,000. Flax manufactures, in which other countries compete but little, are imported for a value of about £110,000; the value of hardware and cutlery imported from England slightly exceeds £820,000 and is nearly three-fourths of the total quantity imported into India; British liquors, chiefly whiskey, gin, and some qualities of beer, are imported to a value of about £790,000; nearly three-fourths of the total quantity of iron imported into India is supplied by the United Kingdom, the value exceeding £1,330,000; provisions of which a large proportion is chiefly of the class consumed by British residents, and to a great extent specialities of English manufacture, are imported for a value of about £470,000. Of the total importation of woollen manufactures approximating in value £1,170,000, upwards of £760,000 are received from the United Kingdom. The total value of the imports of the articles I have named and in the supply of which to Indian markets the British manufacturer under present conditions apparently need not fear foreign competition, is about 22 millions sterling, and there are many others, such as apparel, glass and glassware, paints and colours, carriages and carts, leather manufactures, soap and umbrellas, in which the tastes of purchasers in India secure a large market for British manufactures independently of any temptation which might be offered by small differences in prices resulting from a discriminating tariff.

75. I think that it may be fairly assumed that out of the 33 millions worth of British productions imported into India, not more

than 10 millions worth would be likely, under present trade conditions, to be influenced to an important extent by discriminating modifications in our present tariff. As regards, then, our trade with the United Kingdom it would appear that whilst India would profit by discrimination in favour of her exports of coffee, tobacco, wheat, unrefined sugar, oil-seeds, indigo and some few minor articles of an aggregate value exceeding £4,500,000, the United Kingdom would profit by similar favourable discrimination on exports of British manufactures of a value fully one hundred per cent. greater.

76. Consequently, whilst the adoption of mutually preferential tariffs in both the United Kingdom and India would probably, as regards the trade between the two countries, be advantageous to both, the interests of the United Kingdom in the adoption of such a preferential system are very much greater than those of India.

British Colonies and Possessions.

77. Finally, we may examine the nature of our trade with British Colonies and Possessions. These have been grouped together in the accompanying statements under the heads Europe, Asia, Africa, America, and Australasia, the details of our trade with the Straits Settlements and with Hongkong, being specially noted.

78. As regards exports, the total somewhat exceeds the very important figure of £16,600,000. Among commodities exported to Australasia to a total value of £1,100,000, jute manufactures figure for about £700,000 but the only other article of importance is tea, the trade in which is growing but so far has only reached an average slightly exceeding £180,000 per annum. Australasia is certain to buy our jute manufactures and tea, in probably increasing quantities, but the consumption of tea might possibly be usefully encouraged by lowering the duty.

79. Our total exports to the American Colonies barely exceed a value of £280,000. They include only three articles of relative importance, namely, rice for about £120,000; jute manufactures for about £70,000; and tea for about £60,000. It may be hoped that the trade in jute manufactures and tea will increase, but any important expansion of the general trade would seem unlikely.

80. To Africa, which includes the Mauritius, we export Indian products for upwards of £1,700,000 per annum, and of this figure, the export of rice accounts for about £810,000. There is no trade of

first class importance in any other article, but among the more important may be mentioned jute manufactures for about £170,000 and cotton manufactures and wheat flour, each for approximately £90,000. There is probably some opening for the development of our trade with Africa, as the colonies in that continent develop, but it is also possible that with their development they will supply themselves with certain of the commodities now imported from India.

81. The total value of Indian merchandise exported to colonies in Asia is about 13½ millions sterling, or about five-sixths of our total export trade with British Colonies and Possessions. The exports to the Straits Settlements and Hongkong together amount to approximately 10 millions of the total figure above named. As has already been pointed out, our trade with Hongkong is merely a portion of our trade with China, whilst a considerable share of our exports to the Strait Settlements are also destined for Chinese markets, and I have already dealt with the question of our trade with China.

82. Although I have no detailed figures on the subject, it is probable that the bulk of our exports to Asiatic Colonies and Possessions, not destined for China, is for consumption in Ceylon and the Straits Settlements, the markets in which countries are, I should say, fairly assured to the Indian producer.

83. I may mention that the principal articles of export are opium for about £3,935,000; rice for £3,420,000; jute manufactures for about £650,000; raw cotton for £280,000; cotton manufactures for about £550,000; and cotton twist and yarn for about £2,450,000. Nearly the whole of the opium seems to go to Hongkong and the Straits Settlements, and the same may be said of the exports of raw cotton, cotton twist and yarn, and jute manufactures, but there would appear to be a very large consumption of rice in Ceylon and the Straits Settlements.

84. The exportation to European Possessions is so extremely insignificant that it need not be considered, and the same may be said of the importation.

85. From all British Colonies and Possessions, the total value of our imports approaches £4,785,000. From Australasia, we receive horses and some copper. From Africa we received an average during the five years under consideration, of approximately

£1,260,000 worth of sugar, produce of the Mauritius, but the total value of the imports from Africa was only £1,480,000.

86. Our imports from American Colonies are nearly as insignificant as those from Europe.

87. From Asiatic Colonies and Possessions we receive merchandise to an approximate value of £2,930,000. The most important articles of import are: cotton manufactures for about £60,000, of which Ceylon supplies about £25,000, and Hongkong and the Straits Settlements together something more than £30,000. Drugs are received for nearly £100,000; matches for about £70,000; tin from the Straits Settlements for about £130,000; cocoanut oil from Ceylon for an approximately similar figure; provisions and raw silk, each for about £270,000, including about £100,000 worth of silk from the Straits Settlements; spices are imported for about £480,000, of which about £370,000 worth are from the Straits Settlements: the value of the imported sugar barely exceeds £340,000, of which nearly £260,000 worth is from Hongkong; tea, presumably from Ceylon, is imported for a value of about £30,000.

88. Some of the articles above noted, such as tin, spices, and probably certain drugs, are specialities of the production of the countries from which they are received, and to a certain extent this observation doubtless applies to other articles named, such as silk and silk manufactures. On the whole, it would appear that British Asiatic Colonies and Possessions in Asia, and these alone, might benefit materially from a differential tariff arranged to favour the importation of their wares into India.

89. Of all the articles of export from India, one of the most difficult to deal with, for want of information, and at the same time one of the most important, is rice. The total value of the exports of rice from Indian ports approximates 10 millions sterling, but our statistical information only permits of our accounting for the destination of 6 millions sterling, worth, and in ignorance of the particular markets which consume the large balance approximating four millions sterling in value, it becomes necessary to consider the rice trade by itself and not as classified under the different countries importing the article. The absence of information as to the destination of Indian rice is due to the fact that very large quantities are shipped to Suez, or Mediterranean ports 'for orders,' and it is impossible to

name the ports of final destination. Our information shows that the United Kingdom imports Indian rice for nearly £1,040,000; Germany for about £160,000; African Colonies (presumably chiefly the Mauritius and Natal) for about £810,000; the Straits Settlements for nearly £1,540,000 ; and other Asiatic Possessions about £1,870,000, of which Ceylon takes approximately £1,76,000. In addition to the above, relatively small quantities of rice are shipped to Japan and the American Colonies. Of the large quantity of rice, the precise destination of which is unknown, there is a considerable shipment to South America and there is I know a considerable demand for the Levant, but it is probable that the greater part of the untraceable quantity is delivered for consumption in Europe and more especially in Germany for manufacturing purposes. Rice is, I understand, used in the preparation of certain German beers and to a very large extent in the manufacture of starch. As regards its use for beer, the demand is due solely to its cheapness ; for starch, rice is a most important raw material, but should the price be seriously increased, its place would probably be taken by other cereals and potatoes. For the purposes of consumption in South-Eastern Europe, Egypt, and Arabia, a cheap supply of Indian rice is probably almost an economic necessity. Possibly the same may be the case as regards South America, but I doubt there being a consumption of rice for edible purposes on the European continent (exclusive of the Balkan Peninsula) of such a nature that its place could not be readily taken by Italian or Carolina rice, if the Indian quality did not offer a very considerable advantage in price.

90. I regret being unable to say anything more precise on the rice trade, and any conclusions, which may be drawn from the very imperfect information at our disposal, can only be conjectural. My impression is, however, that the demand for a cheap rice of a quality which India alone can supply is assured in many countries and for many purposes, but that any tariff discrimination against its importation into European countries would seriously check, if it did not stop, the demand for its consumption as food in European centres.

91. An important question affecting Indian trade in a very special manner is that of freights. Under present conditions India is an exporter almost exclusively of bulky raw material. To deliver

these raw products to the various ports of the world where they are required and where they must compete more or less with the produce of other countries, it is of the greatest importance to obtain cheap freights. Steamship owners in Europe are indifferent as to the proportions of freight obtained for the outward or for the homeward voyages, provided that the total earnings for the double voyage, out and home, yield a profit. As outward freight to India consists almost exclusively of manufactured articles of relatively small bulk, ships proceeding to India seldom find full freights, whilst there is generally no difficulty in obtaining heavy cargoes of raw produce for the homeward voyage. In these circumstances, owners naturally charge freight for the carriage of produce from India at sufficient rates to cover losses on the outward voyage and leave a profit on the whole trip. This situation seriously handicaps export trade from India even as matters now stand, but if India is to progress, it is very important that a large proportion of the produce now shipped abroad as raw material, should be worked up in Indian factories and cheap rates are essential for the profitable export of worked up commodities which must compete with those produced in European factories. Indian raw produce enjoys, as I have shown, in many cases a practically assured demand, due to the fact that either it cannot be obtained at all, or cannot be obtained in sufficient quantities to meet requirements of consumption from other countries.

92. To illustrate the disadvantages of the present situation, I may point out that if an oil presser in India desires to ship his oils to Europe, the abundance of raw produce generally awaiting shipment, and which can be easily and with great advantage shipped in bulk, naturally leads ship-owners to charge something like fancy rates on such goods as oil in casks. I think it well to draw attention to this question because I believe that existing conditions as regards freights are very prejudicial to nascent Indian industries, and must be considered as a factor tending to delay their development. Of course when Indian industries have sufficiently developed to materially reduce the bulk of produce exported in the raw state, the situation will be entirely changed; as soon as there ceases to be a plethora of raw produce awaiting outward shipment, the special rate now charged on manufactured articles will speedily be reduced, and the Indian industries will no longer be handicapped as at present.

In actual circumstances, however, I fear that as regards our export trade to Europe and most other parts of the world, we need only consider for the present how to secure the best advantages for our raw produce.

93. I will now endeavour to summarise the results of such an examination as I have been able to make of the nature and value of our commerce with those countries with which our trade relations are specially important. We may first take the export trade by countries, observing the respective total values and as briefly as possible the conditions affecting the trade.

EXPORTS FROM INDIA.

94. *United Kingdom.*—The value of exports to the United Kingdom approximates £20,850,000. It has been noted that Indian would profit by tariff discrimination in favour of coffee, wheat, oil-seeds, indigo (as compared with the chemical product) and some minor articles of exportation to a probable aggregate value of some 4½ millions sterling, whilst independent of discrimination, a reduction in the tea duty and the levying of duties on tobacco at *ad valorem* instead of at specific rates would be of great value to the trade in those articles.

95. *United States.*—Value of exports about £4,950,000. It is unlikely that it would be in the interests of the United States to institute a tariff of high duties on imports from India, but the situation is not fully assured.

96. *Germany.*—The value of exports approximates £6,000,000. It is unlikely that Germany could profitably to her own interests impose even moderate duties on commodities received from India.

97. *France.*—The value of exports is about £5,130,000. The only important articles of export to France, on which it would appear that without more or less serious prejudice to her own interests she might impose high duties, are coffee and cotton. As regards the former, we have recently made special and relatively satisfactory arrangements, and as regards the latter, it is by no means certain that French cotton industries could afford to dispense with a cheap supply.

98. *Belgium.*—Value of exports approximately £2,850,000. It is probable that a great part of the Indian produce imported into Belgium is in transit for Germany, and no duties could therefore

be levied thereon without loss of the transit trade. It is quite uncertain what proportion or what classes of imports are for Belgian consumption, but it would appear probable that at least wheat is imported for local requirements, and that the trade in this article (of a value of about £370,000 per annum) would be speedily stopped by a high duty. Other articles imported may quite probably be of greater or less importance to Belgian industries.

99. *Italy.*—Value of exports £2,050,000. It would seem quite possible that the export trade to Italy in such important articles as cotton, raw hides, and linseed, might be seriously checked by tariff discrimination against Indian produce.

100. *Austria-Hungary.*—Value of exports £1,610,000. The situation as regards the necessity to Austrian industries of the supply of Indian raw material is in many respects doubtful, and consequently I cannot form an opinion as to how far they might without serious prejudice to Austrian industries be discriminated against in the matter of duty.

101. *Russia.*—Exports to Russia are so small that they need not be considered.

102. *China.*—The exports to China direct, that is to the treaty ports, approximate in value £3,860,000 but in considering Chinese trade, we must add to this figure the value of exports to Hongkong, amounting to about £5,730,000 together with an unknown though certainly very considerable proportion of the exports to the Straits Settlements which exceed 4 millions sterling in value. The total value of the export trade with China cannot be taken at less than 11 millions sterling, and there is certainly no reason to fear, at least for a long time to come, that this trade might be affected by a hostile tariff.

103. *Japan.*—The value of exports is about £3,520,000, nearly the whole of which represents the value of raw cotton. The importation of cotton could doubtless be checked by the imposition of duties, but Indian cotton is probably required as a cheap raw material for the fabrication of Japanese cheap cotton stuffs.

British Colonies and Possessions

104. *European.*—Value quite insignificant; trade need not be considered.

105. *African.*—Value about £1,730,000, including rice for the Mauritius, for £445,000. Discrimination in favour of Indian commodities might perhaps be of some slight value, but it is improbable that it would materially increase our trade.

106. *American.*—Present value of export trade insignificant and not likely to be increased by preferential tariffs. The consumption of tea, however, could doubtless be favoured by a lowering of the duty on that article.

107. *Australasian.*—Value of exports about £1,100,000. The same observations apply as with regard to the American Colonies.

108. *Asiatic.*—Value about 13½ millions sterling; but as already pointed out, probably upwards of half of this is in transit for China. As regards the remainder, our trade with Ceylon and the Straits Settlements is, I think, on a fairly assured basis and would not be likely to gain much by a favourable preferential tariff.

IMPORTS INTO INDIA.

109. *United Kingdom.*—Value of imports approximates £33,240,000. It does not seem probable that the proportion of this import trade which would be advantaged by a tariff discriminating against the productions of foreign countries, could exceed £10,000,000, but this is a very important figure.

110. *United States.*—Value of imports barely exceed £830,000. A preferential tariff discriminating against American petroleum would prejudice American interests, but the value of the petroleum trade with America is only about £440,000 and does not at present seem likely to increase. The United States have not much to fear from our discriminating against importation of their productions.

111. *Germany.*—Value of imports about £1,500,000. German industries would certainly be injured by the imposition of discriminating duties, but with the exception of sugar (the importation of which has at times, and might again, take large proportions) the trade in other articles is relatively so small that it is very doubtful if we could seriously injure German industry as a whole.

112. *France.*—The import trade does not amount to £800,000. No preferential tariff discriminating against French production could materially hurt French trade.

113. *Belgium.*—The value of the imports from Belgium approximates £1,680,000. Discrimination against the importation of Belgian manufactures would certainly be severely felt in Belgium.

114. *Italy.*—The value of the import trade is about £530,000. Discrimination against importations from Italy would affect Italian cotton and silk industries, but on the whole it is probable that little material effect would be produced on Italian trade by a hostile tariff.

115. *Austria-Hungary.*—The value of imports from Austria is about £1,930,000. It would seem probable that Austria would be ready to make considerable concessions in favour of imports from India, to protect her trade in manufactured goods exported to India. It must be remembered, however, that Austria at present admits nearly all important Indian products free of duty. In this connection, it must also be borne in mind that whilst the production of German industries is so large that German prosperity, as a whole, would not be materially affected by restrictions on the export trade in a few articles, with a single country, the loss of a similar amount of business might seriously prejudice Austrian or Belgian industries, which are relatively much smaller.

116. *Russia.*—The value of the import trade from Russia is approximately £1,760,000, of which nearly the total is represented by the importation of petroleum. A tariff discriminating against Russian petroleum would certainly force Russia to grant important concessions in favour of the importations of Indian produce, and such concessions should be of material value to our tea trade.

117. *China.*—The value of direct imports approximates £450,000. Our import trade from China is insignificant and for other reasons also need hardly be considered.

118. *Japan.*—The value of imports from Japan amounts to about £460,000. No important results would follow the introduction of a tariff discriminating against imports from Japan.

BRITISH COLONIES AND POSSESSIONS.

119. *European.*—The trade is far too insignificant to be worth consideration.

120. *African.*—Value of imports approximates £1,480,000. Any discrimination in favour of the importation of sugar from Mauritius would be of great value to that Colony, but there is no trade in any other articles which deserves attention.

121. *American.*—The value of the import trade is quite insignificant and need not be considered.

122. *Australasian.*—The value of imports is only about £365,000. It does not appear probable that it could be in any way materially favoured by a preferential tariff.

123. *Asiatic—Straits Settlements.*—The import trade amounts to nearly £1,460,000. It is spread over a very large number of articles, and though some of them being specialities of production, such as tin, spices, and drugs, would be unlikely to be affected by a preferential tariff, discrimination in favour of importations from the Straits would on the whole probably prove of considerable value to that Colony.

Hongkong.—The value of the import trade from Hongkong approximates £860,000. It would certainly benefit by a favouring discriminating tariff.

Ceylon.—The value of the import trade is about £490,000. A considerable proportion of this trade is apparently a transit trade from Europe, presumably for Southern India, whilst many of the articles of local produce are specialities. Ceylon would doubtless benefit to a certain extent by a preferential tariff in her favour, but I have not the information to arrive at any precise conclusions as to the possible importance of such preference.

124. At the risk of being tedious, I fear I must summarise again, bringing the export and import trades with each country together.

125. *United Kingdom.*—British trade has much to gain by the adoption of a preferential tariff in its favour. India has little to gain, unless in addition to favourable discrimination on a limited number of articles, the duty on tea should be materially reduced, and the duties on tobacco should be levied at *ad valorem* rates.

126. *United States.*—The institution of a preferential tariff would, if the United States determined to retaliate, probably prove unfavourable to Indian interests rather than otherwise, but it does not appear likely that very much harm could be done.

127. *Germany.*—German industries would probably suffer somewhat, if German manufactures were discriminated against in an Indian tariff, and Germany is far from being in a position to retaliate with success.

128. *France.*—French trade would be little hurt by unfavourable discrimination against French goods. France would not be in a favourable position to retaliate.

129. *Belgium.*—Belgian trade would suffer considerably under a hostile tariff, and Belgium could not retaliate with effect.

130. *Italy.*—Italian trade would not be greatly hurt by a hostile tariff, and it is unlikely that Italy could afford strong measures of retaliation.

131. *Austria-Hungary.*—Austrian trade would be seriously prejudiced by tariff discrimination against Austrian manufactures, and it is unlikely that Austria could retaliate with effect.

132. *Russia.*—The present position of our trade with Russia is so adversely one-sided and unfavourable to Indian interests that it would appear reasonable, in any case, to discriminate against her products, unless she agreed to make considerable concessions in favour of the Indian export trade.

133. *China.*—Trade with China is on a very sure basis, and would not be affected by the adoption of a preferential tariff.

134. *Japan.*—It is uncertain how far Japan could afford to impose hampering duties on commodities imported from India, whilst no important results would be likely to follow the introduction of a tariff discriminating against imports of Japanese manufacture.

135. *British Colonies and Possessions.*—The Mauritius, Hong-Kong, Straits Settlements, and Ceylon are probably the only colonies that would gain appreciably by the introduction of a preferential tariff in their favour, and the introduction of such a preferential tariff could not prejudice our export trade to British Colonies and Possessions.

Conclusions.

136. Before attempting to draw any conclusions from the above examination of such facts as can be ascertained, I must once more

insist that the information at our disposal for a correct appreciation of all the numerous points involved in the question under consideration is insufficient. It requires to be supplemented by enquiries as to the uses to which Indian produce is put when received in foreign markets; and without such full information in this respect as could only be obtained by local inquiries in the different countries concerned, we cannot say with certainty how far, in case of a tariff war, each individual country could afford to assume an aggressive attitude, hampering the supply of raw materials required for its industries. At the same time, I feel sufficiently confident that with the great majority of the countries with which we trade, and as regards the very great bulk of our exports of raw material, we are not only in a safe position, but we could even afford, in certain instances, ourselves to assume the aggressive by going so far as to impose duties on the exportation of produce they require for their industries. This is not the case with every country, or by any means with regard to all classes of produce exported, and with possible exceptions in the case of Russia, Austria, Germany, and Belgium, it seems to me to be more in Indian interests to leave matters as they are, than to embark on a new fiscal policy, unless, indeed, by its adoption very great advantages could be obtained by preferential discrimination in favour of our exports to the United Kingdom and British Colonies and Possessions.

137. I have indicated as far as possible how far it would appear that such advantages might be obtained, but in existing circumstances, and in view of the fact that our exports consist almost entirely of raw material and produce, it does not appear probable that materially important advantages could be offered to us under a system of preferential tariffs in our favour, adopted in other parts of the Empire. The gain to the United Kingdom would probably be considerable, as also to the Mauritius, but I doubt if our trade relations with other parts of the Empire would be materially advanced in their favour by any far-reaching change of policy.

138. In my opinion it might be difficult to show that a preferential trade would prove directly prejudicial to Indian interests, but, should we be urged to join in a general preferential arrangement, I think that it would be our duty to point out very strongly that, if our export trade with foreign countries were in any way seriously preju-

diced, we should run a very grave risk of disturbing the balance of trade, now strongly in our favour, and we might find ourselves once more plunged into the deep sea of trouble arising from a depreciation of the exchange value of our rupee currency.

139. The situation appears to me to be this, that India could probably give without serious danger some small preference on her present low tariff rates to imports from other parts of the Empire; but she has little to gain by so doing, and would incur a risk of difficulties with her foreign customers in proportion to the extent of preference given in a system of inter-Imperial preference, and to the rates of the tariff on which it was given. If we were to raise our average tariff rates to, say, ten per cent. (which I would not in any case recommend), so as to give an appreciable preference of 2½ to 3 per cent. to our Imperial relations, such a difference might so affect our import trade with our foreign customers for exports, that they would necessarily consider the advisability of retaliation, and we might be landed in a series of tariff wars, the results of which we cannot foresee with certainty. On the other hand, such very small preferential advantage as might probably be given with fair prospects of safety, on generally low average tariff rates would hardly be likely to afford such advantages to British manufacturers as would prove of material benefit to their interests.

140. Two important points must, however, be borne in mind in considering the whole question—first, that most of the foreign countries which would be likely to resent the introduction of an inter-Imperial preferential tariff, are interested *both* in obtaining our raw produce and in supplying us with their manufactures, and that this situation gives us a double weapon to use against them if necessary;—second, that the percentage of profit on manufactured goods is, as a rule, considerable, and consequently trade in many manufactured articles might not suffer appreciably from a small percentage of increase in cost. A relatively much smaller increase in the percentage of cost of raw material and produce would seriously check importation, unless the supply of such commodities were necessary for important industries and were so limited as to partake of the nature of a monopoly. I have already shown that a large proportion of Indian exports, consisting almost entirely of raw materials and produce, is of that nature.

APPENDIX C-2.

INCOME TAX.

No. 285 OF 1904.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 26th January 1904.

From G. F. KEATINGE, Esq., I.C.S.,
UNDER SECRETARY to GOVERNMENT,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of Government letter No. 3631, dated 9th November 1903, I am directed to state, for the information of the Chamber, that the Government of India regret that they are unable to accept the arguments or conclusions in the Chamber's letter, dated the 15th October 1903, and that they can hold out no expectation that the income tax will be abolished.—I have, &c.,

G. F. KEATINGE,
Under Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 25th February 1904.

The SECRETARY to GOVERNMENT,
Financial Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 285, dated the 26th January, in which it is stated that the Government of India are unable to accept either the arguments or conclusions in the Chamber's letter of the 15th October. The arguments put forward were to the effect that the "Income Tax as assessed and collected in India is unjust in its "incidence, is unsuited to the country, and might fittingly be "abolished," and whilst my Committee regret that the Government of India are unable to concur in these views, the accuracy of which they must still maintain, they would again venture to draw the attention of Government to the first of the statements put forward in their letter, *viz.*, "that the success or non-success of "trade and industry in India is so largely dependent on climatic "conditions, and that those conditions vary so greatly, that the

" loss made in one year may, and often does, equal or exceed the " profit made in another year, the average being very much less " than the sum on which Income Tax is paid."

2. The purpose of the Committee in referring again to this point is not mere reiteration in the same sense as before of grounds which Government has in that sense declined to entertain. They are conscious that such insistance would be out of place. But they conceive that unless Government is prepared to deny the correctness of the statement of fact which was expanded with some fulness in the second paragraph of their letter of the 15th October, it must be recognised as furnishing a strong plea for the institution in this country of such a system of assessment on the average of three years as exists in England under Section 48 of 16 & 17 Vic., C. 34.

3. The Committee trust therefore that the Government of India will not decline to consider the propriety of instituting assessment on the three years' average, which, they understand, is not permitted by the Indian Law, but which would do something to mitigate the hardships imposed by the tax as at present collected. —I have, &c.,

C. H. ARMSTRONG, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 1560 OF 1904.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 2nd May 1904.

From R. A. LAMB, Esq., I.C.S.,
ACTING SECRETARY to the GOVERNMENT of Bombay,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 25th February 1904, recommending the adoption in India of the system of assessment to Income Tax in force in England, under which the assessment is based on the average profits of three years, I am directed to communicate the following decision of the Government of India on the subject. They observe that the provisions of Section 33 of the Income Tax Act, II of 1886, combined with Section 15 (1), have the effect of permitting the tax to be based either on the profits of the year in which it is assessed, or on those of the previous year,

whichever are less. The point was considered in 1886 when the Act was before the Legislative Council, and a suggestion was made that the assessment should be based on the average income or profits of a series of years. The Select Committee, to which the papers were referred, did not accept this suggestion, and adopted the system now embodied in the Act, which is similar to that followed in the former Act of 1872. The Government of India have however noted the point for further consideration if, and when, the Act should come under amendment hereafter; but they do not propose to undertake legislation specially to deal with this particular point even if the change suggested should eventually commend itself to Local Governments and to the Governor-General in Council.—I have, &c.,

R. B. VAKIL,
for Acting Secretary to Government.

APPENDIX C-3.

PAPER CURRENCY RESERVE.

No. 2632—A.

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

ACCOUNTS AND FINANCE.
Paper Currency.

From R. A. MANT, Esq., I.C.S.,
DEPUTY SECRETARY to the GOVERNMENT of INDIA.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIMLA, the 29th April 1904.

SIR,—I am directed to request that the Chamber of Commerce will favour the Government of India with an expression of its opinion on a proposal, which is under the consideration of the Governor-General in Council, to take power by legislation to increase the invested portion of the Paper Currency Reserve from ten to twelve crores of rupees.

2. The history of the invested reserve, and the considerations which have from time to time moved the Government of India to

increase it, are set forth in Mr. Finlay's letters No. 6468, dated 23rd December 1889, and No. 5318-A., dated 7th November 1895, of which copies are enclosed for reference. It has throughout been the policy of the Government of India to fix the limit for investment well within the amount of notes which has been found by experience to be necessary for the monetary transaction of the country and which may therefore confidently be expected to be always outstanding. The Governor-General in Council has approached the present proposal with the same guiding principle in view.

3. Tables are appended to this letter showing month by month from the year 1887-88 the gross circulation of currency notes in India, and also, from the year 1889-90, the net circulation, excluding the amounts held in the Reserve Treasuries of the Government and at the head offices of the Presidency Banks. It is to the latter figures that the Government of India chiefly look in estimating the permanent circulation among the public. From the following analysis of these figures the proposed increase of the investment to 12 crores would appear to be fully justified.

4. Prior to the last increase of the investment, which was made in December 1896, the average and minimum net circulation had been as follows :—

—	Average (Lakhs).	Minimum (Lakhs).
1893-94	19,23	18,24
1894-95	20,21	18,64
1895-96	22,11	20,83
1896 (* 8 months)	21,71	21,37
Average	20,73	19,77

* April to November.

The corresponding statistics for the last four years are given below :—

—	Average (Lakhs).	Minimum (Lakhs).
1900-01	23,86	22,85
1901-02	23,16	22,39
1902-03	25,74	23,93
1903 04	28,70	27,44
Average	25,36	24,15

5. The sum of 10 crores of Rupees to which the investment was raised in 1896 amounted to 48·24 per cent. on the previous average net circulation as worked out above, and to 50·58 per cent. on the average minimum of such circulation. A further increase now to 12 crores would bring the investment up to 47·32 per cent. on the more recent average of the net circulation and to 49·69 per cent. on the average minimum. The present circumstances correspond therefore very closely to those which prevailed in 1896, and the reasons which were put forward for an increase of the investment in that year, and which were subsequently justified by results, appear to the Government of India to be equally operative now, and fully to justify a further increase. The case for a further investment of two crores is even stronger at the present time than it was in 1896, because the net circulation has lately shown a very rapid tendency to increase, and this increase may be taken as an index of a growth of the monetary transactions of the country, and consequently of the minimum amount of notes which will be necessary for such transactions.

6. Moreover, in 1896, some doubts were expressed as to the effect on the stability of exchange of a measure which would result in increasing the rupee circulation by two crores. At the present time the stock of gold in the Currency Reserve is so high that the Government of India could view with equanimity such an addition to the silver currency.

7. In this connection I am to point out that the gold held in the Reserve affords a means of effecting the proposed investment without altering the volume of the rupee currency; and I am to say that it has been suggested to the Government of India that it would be desirable for some reason to make the investment, not in rupee securities, but in sterling securities, either of the British Government or of the Government of India. The Government of India would be glad to learn whether the Chamber has any observations to offer on this suggestion.

8. As on former occasions, if it should be decided that an increase in the amount of the investment may safely be made, care would be taken to exercise the power only on some convenient opportunity when it would be possible to carry out the operation without prejudicing the market in Government securities.—I have, &c.

R. A. MANT,

Deputy Secretary to the Government of India.

No. 6468, dated 23rd December 1889.

From J. F. FINLAY, Esq.,
OFFICIATING SECRETARY to the GOVERNMENT of INDIA,
FINANCE and COMMERCE DEPARTMENT,

To the SECRETARY to the CHAMBER OF COMMERCE, *Calcutta*,
Madras,
Bombay.

I am directed by His Excellency the Governor-General in Council to request that the Chamber of Commerce, Calcutta, Madras, Bombay will be good enough to favour the Government of India with an expression of its opinion upon a proposal to increase the portion of the paper currency reserve which is invested in Government securities.

2. When the issue of a Government paper currency was first considered by the Government of India in 1860, it was proposed to fix the limit of the portion of the reserve which might be invested in Government securities at a fixed proportion—two-thirds—of the value of notes in circulation. But it was decided that the safer and sounder principle was to prescribe a fixed sum as the limit, that sum being somewhat less than the smallest aggregate amount of notes which experience had proved to be necessary for the monetary transactions of the country. It was considered that notes to this amount at least would always be outstanding, and that consequently it would not be necessary to keep coin in reserve for the purpose of cashing them. When this principle was adopted, it was contemplated that it would be necessary to vary the limit in accordance with the circumstances of the times, and that the maximum sum that might be invested in Government securities would be fixed from time to time by legislation. In the Paper Currency Act of 1861, the sum to be so invested was fixed at four crores of rupees. In 1870, in view of the facts that the note circulation has increased considerably since that limit was fixed, and that the investment in Government securities bore a much smaller proportion to the total reserve than when the Act of 1861 was first brought into operation, the limit was raised to six crores. The minimum circulation of each year from 1862 to 1870 will be found in the statement appended. The maximum limit of investment in Government securities is still six crores of rupees.

3. Since 1870 the note circulation has greatly increased, as will be seen from the statement attached. In that year the minimum circulation was about 8¾ crores of rupees, but since 1880-81 the minimum circulation has never fallen as low as 12 crores ; for the last five years the minimum has exceeded 13 crores ; and in the present year it approaches 16 crores. There is no reason to doubt that the minimum circulation in the future will continue to be at least 50 per cent. in excess of the minimum of 1870. With a minimum circulation in the present year of say 15¾ crores, the investment of the reserve remaining at six crores, the sum held in coin and bullion amounts to about 9¾ crores.

4. The primary consideration in dealing with this question must be the necessity of securing the immediate convertibility of the note under all circumstances to which we can reasonably look forward. His Excellency in Council has no doubt that the reserve held in coin and bullion at the present time is more than sufficient to secure convertibility under all ordinary conditions, and the question to be decided is whether or not it is necessary to maintain the present high rate of reserve with a view to possible difficulties of the future which may never arise. In connection with this aspect of the case, I am to call the attention of the Chamber to Section 21 (1) of the Paper Currency Act, 1882, under which the general credit of Government is pledged for the convertibility of the note. The currency reserve would, therefore, be supplied in case of need by the cash balance at the disposal of the Government of India and the note would not cease to be convertible, even if the currency reserve was exhausted, so long as the Government of India could spare funds from the general cash balance at its disposal. The proposal which has been under the consideration of the Government of India is to take power from the Legislature to increase the amount of the invested reserve to eight crores of rupees ; but it is not intended for the present to increase the investment by more than one crore, any further increase up to the limit of eight crores being made only if and when circumstances are favourable ; and it is possible that even the increase of one crore might not be made for some time.

5. I am to say that His Excellency in Council will be glad to be favoured with the views of the Chamber as early as may be convenient.

Statement showing minimum Currency Note Circulation and the Reserve in Securities on Bullion and Coin since March 1862.

1	2	3	4	5	6	7
Month in which the Currency Note circulation of each year since 1862 was the lowest.	Minimum Note Circulation referred to in (1).	Metallic reserve of the Currency Department (silver and gold* coin and silver bullion).	Reserve held in Government Securities.	Silver coin included in (3).	Percentage of (3) on (2).	Percentage of (5) on (2)
	Rs.	Rs.	Rs.	Rs.		
March 1862-63 ..	3,69,00,000	3,69,00,000	..	3,69,00,600	10	100
May 1863-64 ..	5,01,00,000	4,33,75,420	67,24,580	3,03,75,420	86·58	60·68
June 1864-65 ..	5,98,25,890	2,96,30,680	3,03,95,010	2,12,30,680	49·25	35·43
February 1865-66 ..	6,57,48,020	2,89,45,180	3,98,02,540	1,81,75,310	42·10	26·44
April 1866-67 ..	7,02,02,540	3,04,00,010	3,98,02,530	2,68,99,800	43·33	38·32
,, 1867-68 ..	7,83,54,890	4,58,34,340	3,25,20,550	3,82,25,130	58 47	48·78
,, 1868-69 ..	8,91,63,970	5,66,43,420	3,25,20,550	5,12,34,210	63 53	57·46
,, 1869-70 ..	9,80,32,010	5,89,31,940	2,91,30,070	3,43,73,730	60·08	35·05
May 1870-71 ..	8,68,18,030	5,55,63,670	3,12,55,360	4,17,14,450	63·99	48·05
April 1871-72 ..	10,12,06,840	6,90,34,839	3,22,72,013	6,31,88,450	68 14	62·37
March 1872-73 ..	11,13,50,610	5,44,11,080	5,69,39,530	4,33,08,500	48·8	38·04
,, 1873-74 ..	9,24,97,610	3,55,58,080	5,69,39,530	2,29,10,510	38·44	24·77
April 1874-75 ..	9,27,43,390	3,58,03,860	5,69,39,530	2,42,34,270	38·65	26 13
,, 1875-76 ..	10,75,44,640	5,06,05,110	5,69,39,530	4,20,16,580	47 05	39·09
May 1876-77 ...	10,70,38,540	5,00,98,010	5,69,39,530	5,00, 7,840	46 85	46·72
April 1877-78 ..	11,13,05,280	5,13,24,330	5,99,80,900	3,78,00,200	46·11	33·51
March 1878-79 ..	11,42,35,450	5,42,45,280	5,99,91,170	3,78,99,020	47·48	33·18
May 1879-80 ..	11,17,12,730	5,25,39,570	5,91,73,160	3,93,10,380	47·03	35·19
April 1880-81 ...	12,88,52,650	6,88,81,900	5,99,70,750	5,83,89,340	53·46	45·31
,, 1881-82 ..	12,85,58,290	6,86,34,110	5,99,24,180	6,69,00,000	53·39	52·04
,, 1882-83 ..	14,19,99,180	8,19,99,210	5,99,99,970	6,95,44,960	57 74	48·97
January 1883-84 ..	12,10,91,100	6,10,91,130	5,99,99,970	5,67,25,500	50·45	46·84
April 1884-85 ..	12,34,24,500	6,34,24,510	6,00,00,000	5,24,00 280	51·39	42 46
,, 1885-86 ..	13,01,78,470	7,01,80,970	5,99,97,500	5,21,37,450	53 91	40·05
,, 1886-87 ..	13,77,94,000	7,77 99,000	5,99,95,000	6,41,38,820	56·46	46·55
May 1887-88 ..	13,90,32,420	7,90,39,920	5,99,92,500	7,08,77,930	56·85	50·98
February 1888-89 ..	14,82,98,050	8,88,08,720	5,94,90,030	7,89,34,730	59·8	53·23
May 31st, 1889-90 ..	16,76,65,640	9,78,45,610	5,98,20,030	8,73,41,442	62 06	55·39
Total Circulation since May 1889.						
June 30th, 1889-90 ..	16,24,30,050	10,26,10,021	5,98,20,029	9.72.16.771	63·17	59·85
July 31st, ,, ..	16,49,51,130	10,51,31,101	5,98,20,029	9,97,63,602	63·73	60·48
August 31st, ,, ..	16,15,23,510	10,15,23,530	5,99,99,980	9,22,08,752	62·85	57 08
September 30th,, ..	16,13,80,895*	10,13,80,915	5,99,99,980	9,01,04,379	62 82	56·02
October 31st, ,, ..	16,62,98,105	10,62,98,125	5,99,99,980	9,33 17,630	63·92	57·32
November 30th ,, ..	16,66,77,605	10,66,77,625	5,99,99,980	9,79,93,406	64·	58·79

* From 1885 to February 1876.

No. 5318-A., dated 7th November 1895.

From J. F. FINLAY, ESQ.,

SECRETARY to the GOVERNMENT of INDIA,

FINANCE and COMMERCE DEPARTMENT,

To the SECRETARY, CHAMBER of COMMERCE,

CALCUTTA,

MADRAS,

BOMBAY.

I am directed by His Excellency the Governor General in Council to request that the Chamber of Commerce will be good enough to

favour the Government of India with an expression of their opinion upon a proposal to take power from the Legislature to raise the limit of the paper currency reserve which is held in Government securities, from eight to ten crores of rupees.

2. The maximum limit of the invested reserve was raised on the last occasion in 1890 from six to eight crores by Act XV of 1890, and in accordance with the requirements of the Currency Act the increases to the investment from time to time were separately notified, the limit of the investment having been raised to seven crores by the Notification in this Department, No. 5900, dated 19th December 1890, and to eight crores by the Notification No. 4861, dated 3rd December 1891.

3. The considerations involved in the question of an increase in the currency investment were fully discussed in 1890, and the history of the subject was brought down to 1889 in my letter to the Chambers of Commerce, No. 6468, dated 23rd December 1889, a copy of which is enclosed. The following table gives the figures of the circulation of paper currency for all India from 1887-88 :—

[In lakhs of rupees.]

Month.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
April ...	14,02	16,54	15,83	17,42	25,71	23,96	24,22	30,64	30,76
May ...	13,90	17,03	15,77	17,65	26,10	25,28	24,99	31,13	30,17
June ...	14,08	17,69	16,24	17,94	26,81	26,77	26,49	31,40	30,86
July ...	15,48	18,06	16,50	19,18	27,04	28,46	27,05	31,20	32,43
August ...	15,66	17,69	16,15	20,50	26,93	29,06	28,30	31,57	31,54
September ...	16,78	16,94	16,14	22,97	26,24	28,97	28,98	31,23	...
October ...	17,78	16,74	16,63	25,66	25,99	28,94	28,59	31,81	...
November ...	18,61	15,50	16,67	26,54	25,88	28,83	29,62	32,36	...
December ...	17,69	15,15	15,47	27,04	24,85	26,05	30,13	31,45	...
January ...	17,08	15,28	16,29	27,66	22,62	26,61	30,52	29,50	...
February ...	16,45	14,83	16,37	26,42	22,90	25,86	30,20	30,35	...
March ...	16,42	15,74	15,77	25,69	24,08	26,40	30,41	30,70	...
Average ...	16,16	16,43	16,15	22,89	25,44	27,10	28,29	31,11	...
Maximum ...	18,61	18,06	16,67	27,66	27,04	29,06	30,52	32,36	...
Minimum ...	13,90	14,83	15,47	17,42	22,62	23,96	24,22	29,50	..

The above figures indicate that the total circulation of currency notes has steadly increased since the year 1887-88 and has now reached a figure about double that of the year 1889-90. But the Government of India are of opinion that these figures of total circulation show the increase as larger than can be considered to be the

normal increase which may, with due regard to the caution desirable in the discussion of the question now under consideration, be counted on as certain to continue. In the first place, the Government balances during the past two years have been unusually high and a great portion of the excess balances, held in the Government Reserve Treasuries in currency notes, is included in the circulation. Secondly, the figures include the notes, held by the Presidency Banks at their head offices, but the demands for encashment of notes so held are occasionally so large that a considerable portion of them cannot be treated as permanently in circulation.

4. On the grounds above explained, it is considered that for the present purpose it is desirable, in order to prevent all risk of overestimating the permanent circulation, to exclude the balances of currency notes in the head offices of the Presidency Banks, and in the Reserve Treasuries from the total circulation. After such exclusion the figures for 1889-90 and subsequent years in the table in paragraph 3 will stand as follows :—

[In lakhs of rupees.]

Month.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
April	13,20	13,71	17,28	18,72	20,84	18,64	21,81
May	13,39	13,96	17,41	19,47	19,99	19,00	21,34
June	13,46	13,66	17,90	19 97	19,49	19,09	20,83
July	13,44	13,73	17,37	20,59	19,19	19,10	21,49
August	12,95	14,48	17,61	20,49	18,96	19,49	21,58
September	13,20	15,13	17,69	21,66	19,09	19,55	...
October	13,51	15,88	19,17	22,12	18,83	20,12	...
November	13,31	15,67	19,01	22,30	18,84	20,65	...
December...	13,69	16,59	19,39	22,40	19,66	21,82	...
January	13,62	16,92	18,21	21,76	19,19	22,15	...
February	13,33	17,51	18,44	21,33	18,24	21,65	...
March	13,50	17,62	18,45	21,68	18,49	21,31	...
Average ...	13,38	15,40	18,16	21,04	19,23	20,31	...
Maximum ...	13,69	17,62	19,39	22,40	20,84	22,15	...
Minimum ...	12,95	13,66	17,28	18,72	18,24	18,64	...

From this table it is observed that when the last increase to the investment was discussed towards the end of 1889, the circulation (excluding balances in the Reserve Treasuries and the head offices of the Presidency Banks) amounted to only about 13 to 13½ crores, while during the three years ending 1894-95 the minimum circulation has been well above 18 crores.

5. On a consideration of the figures given above it appears to the Government of India that the circulation of currency notes has now attained a level about 50 per cent. higher than in the year 1889-90, and that it will be quite safe now to raise the limit of the investment to ten crores. The figures might indeed justify an even greater increase in the investment, but the Government of India do not desire to go to the full limit of safety. An investment of the reserve to the extent of ten crores would represent only about 50 per cent. of the average circulation as given in paragraph 4. The proposed increase would therefore appear to leave a fully sufficient margin to secure the immediate convertibility of the note even during a commercial crisis. As previously explained in paragraph 4 of my letter of 23rd December 1889,* over and above the reserve of coin and securities, the general credit of Government is pledged for the convertibility of the note under Section 21 (1) of the Paper Currency Act.

* Copy enclosed.

6. The proposal which His Excellency the Governor General in Council is disposed to make now is to take power from the Legislature to increase the limit of the investment from eight to ten crores, and for the reasons above explained, he considers, subject to the opinions he may receive from the Presidency Banks and the Chambers of Commerce, that this power may be used with safety on some convenient occasion when it may be possible to carry out the operation without affecting the public market.

7. I am to say that His Excellency in Council will be glad to be favoured with the views of the Chamber as early as may be convenient.

I.—*Statement showing the circulation of Paper Currency of all India.*

[In lakhs of rupees]

Month.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-01.	1901-02.
April	14,02	16,54	15,83	17,42	25,71	23,96	24 22	30,64	30,76	25,93	23,91	24,28	28,02	27,90	28,59
May	13,90	17,03	15,77	17,65	26,18	25,28	24,99	31,13	30,17	26,29	22,86	23,25	28,25	28,65	29,08
June	14,08	17,69	16,24	17,94	26,81	26,77	26,49	31,40	30,86	27,78	23,39	24,92	29,14	30,41	31,82
July	15,48	18,06	16,50	19,18	27,04	28,46	27,05	31,20	32,43	29,59	24,76	26,24	29,27	30,78	31,69
August	15,66	17,69	16,15	20,50	26,93	29,06	28,30	31,57	31,54	28,23	24,60	26,32	28,76	28,44	30,88
September	16,78	16,94	16,14	22,97	26,24	28,97	28,98	31,23	30,37	26,89	24 74	25,64	27,63	28,31	30,55
October	17,78	16,74	16,63	25,66	25,99	28,94	30,59	31,81	29,98	25,08	24,59	25,84	27,67	28,30	31,66
November	18,61	15,50	16,67	26,54	25,88	28 83	29,62	32,36	28.39	24,53	24,65	25,79	27,33	28,35	30,60
December	17,69	15,15	15,47	27,04	24,85	26,05	30,13	31,45	27,82	25,26	23,79	25,20	26,26	28,06	28,07
January	17,08	15,28	16,29	27,66	22,62	26,61	30,52	29,50	27,12	24,27	24,32	26,67	27,18	29,37	27,93
February	16,45	14,83	16,37	26,42	22,90	25,86	30,20	30,35	25,99	23,58	24,53	26,24	27,27	28,10	27,68
March	16,42	15,74	15,77	25,69	24,08	26,40	30,41	30,70	25,94	23,75	24,76	28,20	28,74	29,87	31,66
Average ...	16,16	16,43	16,15	22,89	25,44	27,10	28,29	31,11	29,28	25,98	24,24	25,63	27,96	28,88	30,03
Maximum ...	18,61	18,06	16,67	27,66	27,04	29,06	30,52	32,36	32,43	29,59	24,76	28,20	29,27	30,78	31,86
Minimum ...	13,90	14,83	15,47	17,42	22,62	23,96	24,22	29,50	25,94	23,58	22,86	23,25	26,26	27,90	27,68

II.—*Statement showing the circulation of Paper Currency excluding amounts held by the Government Reserve Treasuries and by the Presidency Banks at their head offices.*

[In lakhs of rupees.]

Month.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-01.	1901-02.
April	13,20	13,71	17,28	18,72	20,84	18,64	21,81	21,96	20,33	19,78	22,50	23,61	23,13
May	13,39	13,96	17,41	19,47	19,99	19,00	21,34	21,53	19,66	20,10	22,08	23,67	22,83
June	13,40	13,66	17,90	19,97	19,49	19,09	20,83	21,61	19,75	19,43	22,19	23,85	23,31
July	13,44	13,73	17,37	20,59	19,19	19,10	21,49	21,37	20,20	20,16	21,94	22,85	22,68
August	12,95	14,48	17,61	20,49	18,96	19,49	21,58	21,75	20,67	20,37	22,63	23,15	22,45
September	13,20	15,13	17,69	21,66	19,09	19,55	22,37	21,52	21,16	20,42	22,69	23,84	22,39
October	13,51	15,88	19,17	22,12	18,83	20,12	23,04	22,38	21,08	20,59	23,87	24,40	22,86
November	13,31	15,67	19,01	22,30	18,84	20,65	22,84	21,60	21,20	21,31	23,50	25,02	23,34
December	13,69	16,59	19,39	22,40	19,66	21,82	23,02	20,99	20,73	21,47	23,83	24,58	23,97
January	13,62	16,92	18,21	21,76	19,19	22,15	22,52	20,80	20,18	21,53	23,54	23,62	23,28
February	13,38	17,51	18,44	21,33	18,24	21,65	23,40	20,57	19,44	21,90	23,77	23,65	23,35
March	13,50	17,62	18,45	21,68	18,49	21,31	22,14	20,76	19,83	22,49	24,41	24,14	24,40
Average ...	13,38	15,40	18,16	21,04	19,23	20,21	22,11	21,40	20,35	20,79	23,09	23,86	23,16
Maximum ...	13,69	17,62	19,39	22,40	20,84	22,15	23,04	22,38	21,20	22,49	24,41	25,02	24,40
Minimum ...	12,95	13,66	17,28	18,72	18,24	18,64	20,83	20,57	19,44	19,43	21,94	22,85	22,39

No. I.—Statement showing the circulation of Paper Currency for all India.

[In lakhs of rupees.]

Month.	1902-03.	1903-04.
April ...	31,25	33,94
May ...	31,56	35,13
June ...	33,59	36,57
July ...	35,20	37,57
August ...	35,58	37,70
September ...	34,65	36,61
October ...	34,36	37,00
November ...	34,26	36,98
December ...	33,74	34,43
January ...	32,12	35,47
February ...	32,85	37,29
March ...	35,72	38,21
Average ...	33,74	36,41
Maximum ...	35,72	38,21
Minimum ...	31,25	33,94

No. II.—Statement showing the circulation of Paper Currency excluding amounts held by the Government Reserve Treasuries and by the Presidency Banks at their head offices.

[In lakhs of rupees.]

Month.	1902-03.	1903-04.
April ...	23,93	27,58
May ...	24,02	27,44
June ...	24,62	27,69
July ...	24,96	27,85
August ...	25,39	28,01
September ...	25,17	29,12
October ...	23,51	28,56
November ...	25,94	29,28
December ...	27,35	29,96
January ...	26,99	29,13
February ...	27,00	29,54
March ...	27,12	30,30
Average ...	25,74	28,70
Maximum ...	27,35	30,30
Minimum ...	23,93	27,44

CHAMBER OF COMMERCE,
BOMBAY, 26th May 1904.

R. A. MANT, Esq., I.C.S.,
DEPUTY SECRETARY to the GOVERNMENT of INDIA,
FINANCE and COMMERCE DEPARTMENT, Simla.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2632A of the 29th April 1904 (with accompaniments) in which the opinion of the Chamber is invited relative to a proposal which is under the consideration of the Governor-General in Council to take power by legislation to increase the invested portion of the Paper Currency Reserve from ten to twelve crores of Rupees.

2. The matter has received very careful consideration, and I am now instructed to say—

(1) The Committee are in favour of the invested portion of the Paper Currency Reserve being raised from 10 to 12 crores, as the position at present seems to warrant such an increase.

(2) With reference to the enquiry in para. 7 of the Government of India's letter as to whether this Chamber has any observations to offer on the suggestion that the investment might be made in Sterling Securities, my Committee desire to remark that as a depletion of the moderate supply of coined rupees now held in the Silver Reserve seems to them undesirable, they favour the proposed investment being made in Sterling Securities, the stock of Gold which at the present time is not much needed for the purposes of circulation being sufficient for such a purpose.

Should the Government of India decide however on investing in Silver Securities, my Committee would suggest that consideration be shown to the holders of the 3 per cent. Loan and that the investment should be largely made in this paper.—I have, &c.,

C. H. ARMSTRONG,
Chairman.
C. J. MICHAEL,
Asstt. Secretary.

APPENDIX C-4.

SILVER CURRENCY.

No. 1751-A.

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
CALCUTTA, the 15th March 1904.

From—R. A. MANT, Esq., I.C.S.,
UNDER SECRETARY to the GOVERNMENT of India,
To—The SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR—I am directed to forward a copy of a memorandum by the Hon'ble Sir Edward Law regarding the maintenance of an adequate supply of silver coinage in India, together with a letter * from the Bengal Chamber of Commerce No. 320, dated 24th February 1904, and a letter from the Secretary of the Bank of Bombay on the subject. I am to say that the Government of India will be glad to consider any remarks which the Bombay Chamber of Commerce may wish to make in this connection.—I have, &c.,

* With enclosures.

R. A. MANT,
Under Secy. to the Govt. of India.

MEMORANDUM BY THE HON'BLE SIR EDWARD LAW.

1. The question of the responsibility of Government to maintain a sufficient supply of currency to satisfy public needs is one which has frequently been raised during the last few years and to which attention has been specially drawn during the recent temporary stringency in the money market.

2. That Government is responsible for the maintenance of a proper supply of currency must be fully admitted, but in recent public discussion of the question there would appear to have been a tendency to confuse the question of a shortage of rupee currency with that of stringency in the money market, due to exceptional requirements, and I do not think that it can be seriously urged that Government is under any obligation to supply funds, when owing to suddenly expanding business, or other causes, the public demands may outstrip the immediately available supply.

3. I am led to offer these observations because during the recent monetary stringency I observed that it was frequently suggested that the anxieties of the public were caused by a shortage of rupees, whereas I would venture to point out that there has been no shortage of rupees since the earlier months of the year 1900, when Government through the sudden importations of gold in large sums found itself in a novel and unexpected position, for which it must be admitted that it was not fully prepared. The lesson learned at that time was however taken to heart, there has been no subsequent failure, and I see no reason to anticipate a recurrence of the difficulties once experienced.

4. The amount of rupees which should be held in the Currency Reserve depends upon more than one consideration. First, there is a proportion to be observed between the sum held in rupee currency and the total of notes in circulation. The amount of the circulation varies considerably from year to year and from season to season, and consequently this consideration does not by itself enable us to definitely fix the amount of coin which should be held. Roughly speaking, I think that to provide a margin of safety, the desirable proportion of silver coin to be held, to note circulation, may be taken generally as about one-third, but this proportion must be considered in connection with the course of trade and the varying demands of the public influenced thereby. Thus, whilst at the beginning of the cold weather it is desirable to hold at least the full proportion, there need be no anxiety should that proportion be very considerably reduced by April, when the demands for trade invariably begin to slacken off. Further, I must point out that the period of stress for coin is always affected by the encashment of revenue, which begins to swell treasury balances in the latter half of December, and by the end of January places a large sum in rupees at the disposal of Government in the treasuries.

5. It must be observed that whilst the proportion of one-third of silver coin to circulation of notes might, and in my opinion would, fail to provide a sufficient margin of safety, were the remaining two-thirds of the currency reserve invested and not immediately available, the fact that we hold in the reserve several millions sterling in gold is a most important factor in the situation. When our treasuries are full, as in the months of January and February, it is always possible to make some portion of our gold accumulation

immediately available to supply demands for rupees, by transferring gold from the Currency Reserve to the treasuries, and rupees from the treasuries to Currency Reserve, whilst by shipment of gold to England and purchase of silver, we can in about six weeks commence to make permanent additions to the total of rupee currency should this appear advisable.

6. Taking all these elements in the situation into consideration, our present rough estimate is that it is desirable to commence the cold weather with a reserve of silver coin not less than approximately eleven crores, and that when we see demands for currency reducing this figure, or likely quickly to reduce it, below ten crores, we should commence coining so as to be prepared for emergencies. It must not, however, be supposed that a reduction of the reserve of rupees to a figure considerably below ten crores would justify any apprehension. We have no difficulty in meeting all demands for rupees if the reserve of coin be reduced to six or seven crores, and it is therefore merely a measure of precaution, though I think a very necessary one, which leads us to take steps to increase the currency long before we reach anything like danger point.

7. Now, during the recent stringency, the lowest figure for rupees in the Currency Reserve exceeded seven and half crores, and as I have already stated we should have no difficulty in carrying on even if that figure had been reduced by another crore, or crore and a half, and the less so since, in addition to the further supplies which at this season, we are daily receiving from the mints, and the large stock of silver which we have purchased, and which is on its way from Europe, we can with confidence calculate on transferring a considerable sum in rupees from the treasuries to Currency Reserve, in case of necessity.

8. The real test of shortage of rupees is the existence, or threatening of a difficulty to fulfil our obligations to give on demand, rupees in exchange for either notes or gold, whichever may be presented) and I think I have fairly shown that there has been no sufficient cause within the past few weeks for apprehending such a difficulty.

9. In concluding my remarks on the question of the amount of silver which should be held in the Currency Reserve, I should perhaps meet by anticipation, the criticism that all possible doubt and anxiety would be obviated by the simple expedient of increasing by additional coinage, the proportion of silver coin held in the late

autumn. In reply to any such, to my mind, short-sighted criticism, I would emphasize the fact that whilst it is the duty of Government to provide a sufficiency of currency for trade requirements, it is equally our duty to jealously guard against the danger of creating a redundancy of rupees. It would have been very simple for Government to have converted some millions of our stock of sovereigns into newly-minted rupees, during the last six months of last year. As a matter of fact, Government commenced the purchase of silver and coinage of rupees in October, but we proceeded very cautiously and limited our coinage to such amounts as appeared absolutely required; had we done more we should have done wrong, and we should have been justly blamed by the banking community for want of caution in risking a plethora of rupees dangerous to the stability of exchange. We must never lose sight of the fact that this stability is finally guaranteed by the amount of gold held between the Currency Reserve and the Gold Reserve Fund.

10. I now come to the question of the supply of bills by the Secretary of State.

11. The Secretary of State fixes the total amount of his drafts for the year in accordance with his anticipated requirements on account of Indian expenditure in Europe. Any sales of drafts in excess of this amount are made solely for the public convenience, and although Government must always be solicitous to meet the convenience of the public, there can be no absolute obligation to sell more drafts than are required for Government purposes.

12. The Secretary of State has shown his readiness to endeavour in all ways to meet trade requirements by largely increasing his sales of bills, and transfers, which for the week ending January 9th, reached the unprecedented figure of approximately 162½ lakhs, and he has announced his intention to maintain the amount of his ordinary sales for the present at eighty lakhs a week. It is, however, self-evident that these sales cannot at any time be allowed to exceed the capacity of our treasuries to meet corresponding demands in India. We cannot accept a sudden transfer of a large part of our treasury balances from India to England, and moreover a considerable proportion of our treasury balances at all times consists of notes. It would be very inconvenient and undesirable that the whole amount should be held in rupees, but it is the rupee portion of the total

which during the busy months of the year is alone of practical value to meet the Secretary of State's drafts.

13. If bills are bought in London in the ordinary course, and presented for encashment in India after some three weeks' notice, it should always be possible with a little foresight to provide for their encashment. But when bankers and traders do not foresee, or do not act as if they had foreseen, abnormal requirements, and then suddenly request the Secretary of State to provide for such abnormal requirements by heavy sales of telegraphic transfers, it is quite impossible for the Government of India to make the necessary provision at a moment's notice. It is impossible, and I cannot admit that it is in any way the duty of Government to be prepared for enormous sudden demands which have not been foreseen and provided for by the business community themselves.

14. The Bank of England, and indeed every great banking institution, endeavours as a matter of policy to meet at all times the requirements of its customers. But bankers, whilst anxious to satisfy their clients, will never permit themselves to be rushed by extraordinary demands, which those clients should have foreseen and given them time to prepare for. If in times of monetary stringency the most important financial houses were without warning, to demand a sum of some hundreds of thousands of pounds from the most solid of banks in a European capital, I apprehend that they would be met by a flat refusal, and a reminder that it was their duty to have foreseen requirements of such magnitude, and to have given the bank reasonable time to provide for their satisfaction.

15. I would venture to endeavour strongly to impress on the business community in India that when abnormal demands for money may be anticipated, it would greatly facilitate matters if they should themselves take beforehand such measures as may be possible, to provide for the situation. I need not point out what such measures should be; they are well known to all men of business, and we always see them taken by the Bank of England and by the general banking community in London weeks before any anticipated serious stringency in the money market. To such ordinary precautions as are taken in Europe we must in this country add that of purchase in good time of the Secretary of State's ordinary drafts.

No. 320—1904.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 24th February 1904.

From—The SECRETARY, BENGAL CHAMBER of COMMERCE,

To—The SECRETARY, GOVERNMENT of INDIA,
FINANCE and COMMERCE DEPARTMENT.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the consideration of the Government of India, copy of a letter, dated 14th January 1904, from the representatives of the Exchange Banks doing business in Calcutta on the subject of the maintenance of an adequate supply of silver coinage. Since this letter was written, the matter has acquired additional prominence in consequence of the important Note communicated by the Hon. the Financial Member of Council to the representatives of the Banks at an informal meeting at which the President of the Chamber was present, and recently made public in the columns of the press.

2. Remarking in the first instance on the letter from the Banks, I am directed to say that the Committee of the Chamber are in complete accord with the opinions expressed therein, and desire to urge them upon the attention of the Government of India. With regard to the suggestion made by the Exchange Banks in the fourth paragraph of their letter that Government should at all times hold a special reserve of uncoined silver in India of not less than the equivalent of one crore in value, the Committee of the Chamber while approving of the suggestion fear that it would be extremely difficult to fix any useful limit. A stock of uncoined silver would not affect the stability of exchange, and the loss of interest, if any, need not be taken into account in view of the ultimate profit which the coinage would bring to Government. The Committee agree with the Banks in their statement that practical experience has proved that it is seldom possible to buy large amounts of silver in India without upsetting the market, and forcing the price against the buyers, and the only other alternative is to buy silver in London, a course which involves delay and prevents coinage being taken in hand at any time when necessity arises.

3. The Committee have read the Hon. Sir Edward Law's note with much interest and have given it their most careful consideration. They now instruct me to submit the following comments upon it for the consideration of the Government of India, and for facility of reference they have considered it best to deal with the paragraphs *seriatim* :—

Para. 1.—This paragraph requires no comment as it simply states a fact acknowledged by all parties.

Para. 2.—The Committee are glad to see that Sir Edward Law admits the responsibility on the part of Government for the maintenance of a proper supply of currency. The Committee consider that as Government accept the responsibility of providing rupees to an unlimited extent against sovereigns, as is stated in paragraph 8 of the note, they should also be prepared to meet the demands of suddenly expanding trade, which can easily be done under the provisions of the Gold Note Act by granting wire transfers at bullion point, *viz.*, 1*s.* 4 $\frac{5}{32}$ *d.* If Government refuse to do this, then gold, instead of being delivered to the Secretary of State in London, where it is presumed to be most useful and convenient to the Indian Government, will be shipped and delivered in India where it is not required, at a loss both to trade and to the Government who will eventually either have to re-ship it to England, or retain in India an unduly large and useless accumulation of gold. It will be remembered that one of the principal objects of the Gold Note Act was stated to be that it would enable capital to flow to India automatically as the wants of trade demanded. If the Act were given free play, and provision made for a sufficient supply of rupees to meet any possible three weeks' demand (the time taken to transport gold from London), no shortage of rupees could possibly arise.

Para. 3.—Sir Edward Law states that there has been no shortage of rupees since the earlier months of the year 1900, but only recently the Secretary of State for some time refused to allow telegraphic transfers under the Gold Note Act at the full bullion point of 1*s.* 4 $\frac{5}{32}$ *d.*, although he knew that he would have to meet the demand in three weeks' time. This action caused unnecessary anxiety as to the position, and induced an abnormal demand beyond the natural requirements of trade which would not have otherwise taken place.

Para. 4.—The Committee feel themselves unable to agree with Sir Edward Law's opinion that to provide a margin of safety the proportion of silver coin to the note circulation, should be taken generally as about one-third, but would rather fix that limit, which in general banking opinion is recognised as danger point, as an absolute minimum to be held. It is conceivable that circumstances might arise, such as the note issue becoming unpopular for any reason, under which one-third proportion of silver coin would be anything but safe. The Committee would in this connection incidentally urge Government to abstain from taking, without the most careful consideration, any retrograde step with regard to the note issue such as has been recently contemplated.

Para. 5.—The Committee consider that, as the greatest demand for rupee coinage in good or normal seasons takes place between the 15th of December and the 15th of February, all minting operations for the busy season should be completed by the end of January or the first week in February.

Para. 6.—The Committee consider that it is extremely difficult beyond what they have stated in commenting on para. 4, to fix an approximate amount as a safe figure for the reserve of silver coin with which to commence the cold weather. What may be an ample supply in one year, may, with expanding trade and larger crops, be quite inadequate three or four years later.

Para. 7.—With reference to the statement contained in this paragraph, the Committee cannot but feel that, if the amount of rupees in the currency reserve fell to Rs. 6,00,00,000 something beyond the point of danger would have been reached.

Para. 8.—The Committee hardly think that Sir Edward Law's statement that " the real test of shortage of rupees is the existence or threatening of a difficulty " on the part of Government to fulfil their obligations to give rupees in exchange for either notes or gold goes far enough, as it is neither to the advantage of Government nor the public to have gold shipped to India, and it follows that Government should be prepared to grant either demand bills or wire transfers at their respective equivalents at bullion point. The fact of the rate for wire transfers being the highest bullion equivalent with interest, is sufficient to prevent any excessive demand for wire remittances. The Committee submit that stringency of loanable

capital is often more or less identical with shortage of currency. Banks need rupees and cannot get them. The rupees may be in the treasury, but are unavailable for three weeks unless Government are prepared to grant wire transfers under the Gold Note Act or on account of the Secretary of State. When the Hon. Mr. Dawkins introduced the Indian Coinage and Paper Currency Bill, on the 8th of September 1899, he used these words :—

> "In this way gold will impart an element of elasticity to the total currency, and whatever stringency of loanable capital may arise in the future, no stringency of currency can occur."

The Committee contend that it was not in 1900 nor is it at the present time a question of the stringency of loanable capital, the only difficulty having been in transferring the capital to India through the failure of Government to allow the automatic working of the Gold Note Act.

Para. 9.—The Committee are of opinion that the Government overestimate the danger of creating a redundancy of rupees under the present system of closed mints. The fear that large sums of hoarded rupees might be suddenly brought out and tendered for gold does not appear to the Committee to have any solid foundation. It is questionable whether any very large hoards of rupees now exist, and even if they do, Government, in the words of the Hon. Mr. Dawkins in the speech quoted above, would appear to be relieved from the responsibility of meeting an unlimited demand. On this point Mr. Dawkins said :—

> "We accept no obligation to give gold for rupees which would entail, if we accepted it the acquisition by borrowing of an immense and indefinite sum."

The policy of keeping the supply of rupees at a dangerously low point, owing to the fear of being swamped with hoarded rupees which may or may not exist, is, in the opinion of the Committee, decidedly an unwise one, and distinctly harassing to trade. The coinage of an additional sum of two or three crores of rupees to meet sudden demands for coin is an operation so small in comparison with the large amount of currency which is known to exist in the country, that it would have little or no effect on the stability of the rupee. In view of the fact that since the passing of the Indian Coinage and Paper Currency Act in 1899, gold has continued to flow

into the Indian treasuries not in diminishing but in increasing volume, until at the present time the amount held in London and India is something over thirteen million pounds sterling, there does not appear to be the slightest risk of any depletion of gold.

Paras. 10 & 11.—The Committee do not challenge Sir Edward Law's statement in para. 11, and they will go even further and say that so long as the Secretary of State is prepared to allow the Gold Note Act free operation, he need only consider his own convenience with regard to the drawing of Council Bills. The operations should be kept entirely distinct and separate, and the public should be informed whether the special sales made are Council drawings or drawings under the Gold Note Act.

Para. 12.—The Committee agree that the Secretary of State should adjust his Council drawings to the capacity of the Indian treasuries, and any demand beyond this should be provided for under the Gold Note Act. This would obviate any sudden transfer of treasury balances from India to England which Sir Edward Law so strongly deprecates.

Para. 13.—In this paragraph Sir Edward Law claims that if Bills are bought in London in the ordinary course and presented in India after three weeks, it should always be possible with a little foresight to provide for their encashment, but at the same time contends that it is quite impossible for the Government of India to make the necessary provision at a moment's notice for heavy sales of telegraphic transfers. The Committee would submit, however, that the present arrangements should be perfected so as to enable Government to meet any demand for rupees in exchange for gold tendered either in London or in India at any time, whether telegraphic transfer or otherwise. Government no doubt receive advices of all shipments of sovereigns from Australia and Africa or could easily arrange for them. If Government are unprepared to meet such telegraphic transfers then they would be presumably unprepared to give rupees in exchange for a large quantity of gold tendered suddenly in Calcutta. But the Committee would point out that the Government of India have undertaken not only the regulation of the currency of the country, but have also monopolised the note issue with the profits therefrom, and this carries with it the responsibility of meeting all demands. The Committee would further contend

that Government are in a much better position to form an estimate of the total currency requirements, from their knowledge of the crop estimates of the country than any individual Bank or private concern can of the proportion of the trade likely to fall to it.

Paras. 14 & 15.—With reference to Sir Edward Law's remarks in these paragraphs the Committee would respectfully submit that the Government of India in this country practically takes the place of the Bank of England at home, and, as Sir Edward Law says, "the Bank of England and indeed every great banking institution endeavours as a matter of policy to meet at all times the requirements of its customers." The precautionary measures referred to as taken by the Bank of England and by the general banking community in London before any anticipated stringency in the money market are certainly not taken under present circumstances by the Government of India. The Committee hardly follow Sir Edward Law in his further remarks in paragraph 14, as they have only to instance the various occasions on which the Bank of England has come to the assistance of the mercantile community even through the suspension of the Bank Act, and in other ways, and thus prevented a financial crisis. They would point especially to the financial panic which was imminent at the time when the great house of Baring Bros. and Co. was tottering, and which was only arrested by gold in the vaults of the Bank of France being made available through the intervention of the Bank of England for the purpose of meeting a sudden abnormal demand in London. If a "flat refusal," to quote Sir Edward Law, had been given by the Bank of England to the appeal for assistance in this crisis, the result would probably have shaken the credit of the country to its foundations. In the opinion of the Committee, the policy of the Bank of England should also be followed by the Government of India. The want of fore-thought with which Bankers are charged by Sir Edward Law has really no foundation. It is only the element of uncertainty as to the Secretary of State's action under the Gold Note Act, which prevents the Banks either shipping gold, or taking up large amounts of Demand Councils earlier than is required, since they would suffer loss by the sales of wire transfers by the Secretary of State.

4. In a word, what is required is the elimination of the element of uncertainty and this can be achieved by the constant

readiness of the Secretary of State to sell wire transfers at 1-4$\frac{5}{32}$ the same being protected at this side by the provision at all times of a three weeks' reserve supply of rupees to meet the said transfers.—I have, etc.,

W. PARSONS, Secretary.

Copy of letter of 14th January 1904 from the Exchange Banks.

CALCUTTA, 14th January 1904.

The SECRETARY, BENGAL CHAMBER of COMMERCE.

DEAR SIR,—The matter of the scarcity of rupees has again been engaging the serious attention of the Exchange Banks, who are surprised to find that notwithstanding the experience of January 1900, and the promise made by the Indian Government to the Chamber in their letter, No. 2296-A., dated Simla, 10th May 1900, in which they stated that Government would make every effort to keep the supply of rupees sufficient to meet all real requirements, and as far as lay in their power would prevent the recurrence of the difficulties which were then harassing trade; Government have again allowed the supply of rupee coins to run too low.

As Government appear to have considerable difficulty in estimating the amount of rupees required to finance the trade of the country, it is the opinion of the Exchange Banks that the amount of rupees held by the Currency Department against the Note circulation should never be permitted, as a minimum, to fall below one-third of the total Note circulation for the time being.

As the import of sovereigns is without doubt the surest indication of the probable amount of rupees required, we would suggest that the Government of India keep themselves posted as to the probable amount of sovereigns afloat for India, and regulate their purchases of silver accordingly, and not wait until danger point has been nearly reached before they begin to coin.

As the Government of India appear to still think that they may possibly overcoin rupees and in consequence weaken exchange to bullion point (a very remote contingency in the opinion of the Banks in view of the large and increasing Special Gold Reserve), the Banks would further suggest that Government should at all times hold a special reserve of uncoined silver in India of not less than the equivalent of rupees one crore in value.

Practical experience has proved that it is seldom possible to buy large amounts of silver in India without upsetting the market and forcing the price against the buyers. Speaking generally the only other alternative is to buy silver in London which is not available for coinage for nearly a month. If our suggestion is adopted this delay will be obviated and coining can be carried on at any time.

The fact that both the Mints have recently been working overtime is, in our opinion, a strong object lesson in the necessity for retaining the Mint in Calcutta as well as Bombay.—We are, &c.

For the Delhi and London Bank, Ld.,
(Sd.) E. J. WRIGHT,
Manager.

For the Mercantile Bank of India, Ld.,
(Sd.) P. MOULD,
for Manager.

For the Deutsch-Asiatische Bank,
(Sd.) M. GUTSCHKE,
Manager.

For the Russo-Chinese Bank,
(Sd.) A. MAIR,
Manager.

For the Chartered Bank of India, Australia and China,
(Sd.) T. FRASER,
Agent.

For the National Bank of India, Ld.,
(Sd.) W. TOUCH,
Manager.

For the Hongkong and Shanghai Banking Corporation,
(Sd.) P. E. CAMERON,
Agent.

BANK OF BOMBAY,
BOMBAY, 29th January 1904.

MY DEAR SIR,—In compliance with the invitation conveyed in your letter of 19th instant I beg to offer the following observations on the subject dealt with in the Memorandum which accompanied your letter.

I view with serious misgiving the enormous additions lately made and still being made to the rupee circulation as I see no reason to believe that they are really required by the public. Apart from any difficulty which may have threatened, or been experienced by, Government in connection with the heavy gold imports of sovereigns so far as I know or can learn there have been no indications of a short supply of rupees anywhere. Wherever rupees have been required the demand has been supplied without difficulty and so far as I am aware without exceptional charge or cost. I consider also that this result would have been attained even without the aid of the new

rupees that have been sent into circulation during the past three months. The demand might not have been so readily or so cheaply met—rates of interest and discount might perhaps have been somewhat higher but not I venture to think exceptionally high. In 1900-1901 when considerable sums in rupees were coined there was justification for fresh coinage. Severe famine existed, prices of food stuffs were high, and much of the money which in ordinary years is employed in trade was withheld and kept idle. None of those conditions are present now. Prices of food-grains have fallen, credit in general is good, and the charge for monetary accommodation cannot be said to have been or to be high as I should expect discount rates to be if a dearth of money prevailed. On the contrary for some time the internal exchanges have indicated easier money conditions than usual.

The new coinage has been necessitated not by the requirements of the population—but by reason of the obligation resting on Government to issue rupees in exchange for the large sums in sovereigns which have been presented—being fresh importations brought in towards satisfying the large balance of trade in favour of India.

I am unable to subscribe to the theory that because the balance of trade is highly favourable large additions to the circulating medium are required especially when such additions take the form of token coins. Neither the favourable trade balance nor the gold importations seem to me to prove that any addition to the internal circulation is wanted. The gold did not come because the circulation was short. It came because under existing conditions it was the cheapest and readiest method of adjusting the trade balance.

Nor do I think that additions to the rupee circulation must be made every year as some writers advocate. The quantity in use must be considered in relation to the duties it has to perform. And the disadvantage and danger of adding to the number of rupees is that they cannot be readily withdrawn while they may at a future time influence the imports to the detriment of the balance of trade.

Government are of course in the awkward predicament of being under an obligation to give rupees in exchange for sovereigns

whether these are already in the country or newly imported and apart from any considerations as to whether the obligation involves fresh coinage or whether fresh rupee coinage is really required by the public. This is a serious position to be in—and it is difficult to suggest a remedy which would be immediately effective.

There can hardly be a doubt that the gold standard in India will not be completely satisfactory until a considerable quantity of gold coin is held by the population. It will perhaps take time to bring this about, but no effort should be spared to accomplish it. Some time ago special measures were put into force with the idea of inducing sovereigns to pass into circulation. That was a move in the right direction, but if I mistake not the attempt has been partly if not altogether given up. The time chosen to make the effort was not perhaps quite suitable owing to the effects of famine. The present would probably prove to be more favourable. But I am strongly of opinion that any endeavours of this nature would have a much better chance of being successful if they were made with coins of less value than the sovereign and of more suitable value than the half sovereign. There should be Indian gold coins of the respective values of Rs. 10 and Rs. 5 which would I am convinced be readily taken up by the public.

That the present would be a good time to put gold into circulation may I think be safely inferred from the fact that such large trade returns are coming in in the form of gold. The country has been able to sell large quantities of produce at satisfactory prices, while on the other hand the cost of living is normal. There is no reason why the people's gains should be converted for them into silver. If gold coins were readily available they would be readily taken up. But while the present is I think a specially favourable time for issuing gold, I also think that gold would always find a place if the internal circulation and efforts to assist it should not be relaxed. But the convenience and wishes of the public must be studied in the matter of the size and value of the gold coins issued. And if small coins become a part of the circulation coins of higher value will also come to be in demand.

With gold passing into the circulation, gold imports even on the enormous scale witnessed of late could be viewed with equanimity by Government as it would only be necessary to convert the gold into Indian gold coins and the undertaking to issue rupees

in exchange for sovereigns would be a comparatively nominal one to be exercised only when Government were satisfied from surrounding circumstances that more rupees were really required by the public.

Your Memorandum states that the stability of Exchange is finally guaranteed by the amount of gold held between the Currency Reserve and the Gold Reserve Fund. No doubt the gold so held amounts to a respectable sum, and so long as the trade balances continue to run in India's favour, the adequacy of the guarantee fund would not be questioned. But suppose—not an impossible contingency—that the trade balance were to turn against India for a time and several millions in gold were withdrawn from the available reserves, the power of the gold which would remain to guarantee the gold standard would be speedily doubted. I do not wish to appear pessimistic in this matter but the contingency should be squarely faced. The value of several exports might fall away seriously and that of several imports might increase and either of those events or both combined might lead to gold being wanted for export. A very few months of an adverse trade balance would be sufficient to lead to such exports and the export of gold would create alarm. But if to the gold in sight in the Currency Department and Gold Reserve Fund there were added a backing of gold circulating in the hands of the people, the guarantee for the stability of exchange would be greatly strengthened, the standard would be more firmly established, and the general currency arrangements would be more natural and more in keeping with the currency arrangements in other gold standard countries.

If the present practice is continued and further large additions are made to the token currency, the strain on the guarantee funds will increase. On the other hand if further gold importations can be passed into the circulation in gold rather than in silver, the need of a guarantee fund will gradually be lessened. And it should be remembered that the necessity for additional rupees must be gauged by a different standard than the mere fact that gold is coming in from abroad in settlement of the balance of exports over imports.

With regard to your remarks on the subject of the sale of Council Bills, in my opinion it would be better for all concerned if the Government remittances were made privately through the Agency

of the Presidency Banks from this side. By this means Government could suit their own convenience in making the remittances, which would be made with more certainty and at better rates, and Government would not be liable to be embarrassed by sudden extraordinary demands. On the other hand the public would not be able to rely on Council Bills as they now do. Remitters would have to make certain of laying down funds and would not be tempted as they now are to leave operations uncovered by the weekly or daily public display of Council Bills and "extras" on offer.—Yours sincerely,

(Sd.) J. BEGBIE.

The Hon'ble Sir E. Fg. LAW,
Finance Minister, Calcutta.

CHAMBER OF COMMERCE,
BOMBAY, 22nd April 1904.

R. A. MANT, ESQ., I.C.S.,
UNDER SECRETARY to the GOVERNMENT of INDIA,
FINANCE and COMMERCE DEPARTMENT, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1751-A., dated 15th March 1904, with enclosures, relating to the maintenance of an adequate supply of silver coinage for India. These enclosures comprise a letter from certain Banks in Calcutta, a memorandum by the Hon'ble Sir Edward Law, a letter from the Bengal Chamber of Commerce, and a letter from the Secretary of the Bank of Bombay. I am to thank Government for having afforded my Committee an opportunity of commenting on the matters dealt with therein.

2. The views set forth in the four enclosures are at variance upon certain points and are to some extent of the nature of comment upon each other. My Committee think it well therefore to abstain from mere criticism of any one of these documents, and to confine themselves to discussion of the main principles and facts as they see them.

3. The sense of the criticisms of Government in this connection appears to be:—

(*a*) That there has been a scarcity of rupees;

(*b*) That the provisions of Government against a scarcity of rupees have not been adequate.

My Committee agree with Sir Edward Law that "'the real test of shortage of rupees is the existence or threatening of a difficulty to fulfil the obligation to give on demand rupees in exchange for either notes or gold ;" and while they consider that no such difficulty has been shown to have existed, they are uncertain whether the evils of a "threatening" of such a difficulty might not be said to have resulted from the failure of Government to take the public into its confidence regarding the precautions adopted. Sir Edward Law says in paragraph 22 of the last Financial Statement that "danger point when there has been no provision and preparation, is not danger point when all due precautions have been taken to meet a strain." This is true ; but danger is a relative term, and it appears to my Committee that there is a certain obligation on Government to prevent any such injurious uncertainty as seems to have existed in some quarters in the beginning of the present year. It could probably be shown further that in an abnormal season a moral obligation to help trade even by exceptional measures devolves upon Government : but it is not clear either that a formal acceptance by Government of responsibility for requirements in excess of the normal would ultimately serve the true interests of trade, or that Government did not as a matter of fact in the beginning of the present year—and more particularly in respect of sales of bills and transfers—do something more than it would have been expedient to promise. In this country it is, and will probably long remain, impossible in practice either for Government or for the banks to forecast the money requirements of a season with exactness ; but on the whole the Committee share the opinion that Government ought to be in a better position to foresee these requirements as a whole than any individual banker can be to estimate the amount of business likely to fall to his share and the extent to which he will have to make provisions independently of Government operations of which he has no notice. The marked vicissitudes to which the crops and trade of India are subject appear to my Committee to demand very special vigilance on the part of Government at the beginning of a season and considerable frankness as to the financial operations contemplated ; and they think that unless such vigilance and frankness can be assured it would be well to hold a large reserve of currency and silver in India.

4. It also appears to my Committee to be useless to discuss under existing conditions whether a large annual coinage of silver is desirable. So long as gold is not in general circulation and large crops are obtained, sufficient rupees must be supplied to finance them; and on the other hand my Committee believe that so long as the profit on silver coinage is passed to the Gold Reserve Fund, there is no ground for fearing that a redundancy would result from any coinage proportionate to the quantities of commodities actually handled. They attach the very greatest importance to the continuance of the procedure whereby the profit on silver coinage is passed to the Gold Reserve Fund. They observed that His Excellency the Viceroy in the Budget Debate some days ago spoke in a manner that suggested the possibility that the accumulation of this fund might not be continued after it had reached a total of ten millions sterling. My Committee desire me to say that they know of no grounds on which it could be regarded as safe to stop at that point.

5. The Committee share the opinion of the Secretary to the Bank of Bombay that it is desirable to encourage the use of gold coins in India, and that the present is a suitable time for an experimental attempt in this direction. In response to an enquiry on this subject conveyed to the Chamber in a letter from your Department, No. 3176-A., dated 25th June 1900, the Committee of that time approved of the proposal to issue gold coins of value less than fifteen rupees, and recommended in effect that a small experimental issue should be made of coins marked respectively £1 or Rs. 15 and 10s. or Rs. 7½. The Government of India had thrown out a suggestion that gold coins of five rupees and three rupees might be issued; but this Chamber pointed to the fact that in other countries gold coins of small dimensions had largely gone out of circulation. My Committee are not in a position to say whether this would happen in India, seeing that a gold coin of Rs. 5 would be less than a four-anna piece, and that one of three rupees would be about the size of a two-anna piece. But they recognise that a coin of the value of fifteen rupees would not circulate among the mass of the people, and they recommend therefore that an experiment be made under present conditions with smaller coins.—I have, &c.,

C. H. ARMSTRONG, Chairman.

FREDERICK NOEL-PATON, Secretary.

No. 4021-A.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

From R. A. MANT, ESQ. I.C.S.,

DEPUTY SECRETARY to the GOVERNMENT of INDIA,

To the SECRETARY to the BENGAL CHAMBER of COMMERCE.

DATED SIMLA, the 24th June 1904.

SIR,—I am directed to refer to your letter No. 320, dated 24th February 1904, on the subject of the maintenance of an adequate supply of silver for coinage. The Government of India have carefully considered the representations made in that letter, and they desire to offer the following explanation of the principles which guide them in maintaining the volume of the rupee circulation.

2. Adverting to paragraph 9 of the memorandum on the subject recently issued by the Honourable Sir Edward Law, you express the opinion of the Committee of the Chamber that the Government of India over-estimate the danger of creating a redundancy of rupees under the present system of closed mints. On this point I am to observe that considerable diversity of opinion exists, and that anxiety has been expressed in some quarters lest the large additions which have been made to the rupee circulation in the last few years should subsequently cause a drain on the gold resources of the Government. The Government of India do not share this anxiety, since the additions have been made in response to demands which it was imperative to meet, and proportionate provision has been made for a possible excess by making over the profits to the Gold Reserve Fund ; but they feel it incumbent on them to restrict the output of rupees to the probable annual demand.

3. The stock of silver coin which it is necessary to hold in reserve must, as pointed out in Sir Edward Law's memorandum, vary with the conditions of trade at different times of the year. Your Committee observes that the proportion of one-third of the note circulation, suggested as a general standard by Sir Edward Law, is recognized in general banking opinion as danger point, and suggests that that limit should be fixed as an absolute minimum. I am to explain in this connection that the proportion suggested had reference to the total number of notes outstanding on the books of the Currency Department, which include the stocks held

in Reserve Treasuries. The proposed standard would therefore amount to more than one-third of the notes held by the public.

4. The Government of India are quite unable to accept the view that this proportion should be regarded as danger point, or that it is necessary to hold so large a stock of silver at all times of the year. Experience has shown that the demands for rupees slacken when the busy export season is over, and the Government of India are of opinion that on such occasions it is perfectly safe to hold a smaller stock and to replenish it gradually in anticipation of a recurring demand. They accept, however, the view of the Committee that a proportion of one-third of the note circulation should be regarded as a minimum at the commencement of the busy season, and they will as heretofore take early steps to ensure speedy replacement of the coins which are as a rule paid out of the Currency Reserve in November and December. They have also under consideration a scheme for maintaining a stock of silver in the mints prepared for immediate coinage and sufficient to keep the mints occupied during any periods of delay which may occur in obtaining fresh supplies of bullion from London.

5. The Government of India consider that, with the reserves above indicated, the Currency Department will be able to meet any demands for rupees that may be made upon it, and that the public need have no apprehension that the Government will fail to meet its silver obligations. The Government of India are inclined to think that the apprehensions which were expressed in the past year were due in some measure to imperfect knowledge of the position and of the resources at the command of the Government. The published returns of the Currency Department indicate only the amount of rupees and silver held as security for currency notes, and do not include silver purchased on treasury account which, though it may be on the point of arriving in India, has not been brought on to the Currency accounts. In future the Government of India propose to add a note to the published accounts, showing the amounts of silver which have been purchased from Treasury funds.

6. I am now to turn to those passages of your letter which deal with the transfer of funds from England to India, and with the operation of the provisions of section 13-A of the Paper Currency Act, 1882 (XX of 1882), which were introduced in their present form

by the amending Act of 1900, popularly known as the Gold Note Act. In your references to this Act in connection with the supply of rupees in India there appears to the Government of India to be some confusion of thought, and in particular they are unable to understand the statement of the Committee that "stringency of loanable capital is often more or less identical with shortage of currency." The Currency Department is concerned with three forms of money, *viz.*, gold, rupees, and currency notes, and its function is—subject to certain limitations in respect of gold—to keep these three forms mutually interchangeable at par: if it fails to perform this function, stringency of loanable capital may occur owing to a scarcity of the class of money which the borrowers require: but, if it maintains complete interchangeability, it cannot be held responsible for any stringency, and the latter can only result from a deficiency in the total volume of money available for lending.

7. During the past financial year the interchangeability of the currency has been fully maintained, and there has been no shortage of rupees. It would seem therefore that in referring to a shortage of currency your Committee merely means deficiency of capital. It appears to the Government of India that it is the business of the banking and commercial community and not of the Government to remedy this deficiency. The Secretary of State has shown his readiness to meet the convenience of remitters to India by extending his sales of drafts beyond his own needs for Indian expenditure in Europe, as for instance, in his sales of intermediate Bills, in January last, but he cannot undertake an unlimited obligation in this respect.—I have, &c.,

R. A. MANT,
Deputy Secretary to the Govt. of India.

Copy, with copy of the papers* noted on the margin, forwarded to the Comptroller and Auditor-General.

Copy also forwarded to the Secretary to the Chamber of Commerce, Bombay, with reference to the correspondence ending with his letter, dated the 22nd April 1904.

By order,
R. A. MANT,
Deputy Secretary to the Govt. of India.

* Memo. by the Hon'ble Sir Edward Law regarding the maintenance of an adequate supply of coinage in India.
Letter silver from the Bengal Chamber of Commerce, No. 320, dated 24th February 1904, with enclosures.

APPENDIX C-5.

CURRENCY MATTERS.

PROPOSED SUBSTITUTION OF BRONZE COINS FOR COPPER COINS.

No. 2347 OF 1904.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 8th July 1904.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of letter from the Government of India, No. 3863-A., dated 17th June 1904, regarding the proposed substitution of bronze coins for the existing copper coins, and to request that this Government may be favoured with the opinion of the Chamber with reference to paragraph 4 of the letter.

2. Specimens of the new coins are forwarded herewith.—I have, &c.,

G. KEATINGE,
Under Secretary to Government.

No. 3863-A.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, the 17th June 1904.

To ALL LOCAL GOVERNMENTS and ADMINISTRATIONS.

SIR,—The Government of India have had under consideration the question of replacing the copper coinage now in use in India by bronze. The use of copper for subsidiary coinage has already been abandoned in most civilized countries, the advantages of bronze coins being that they are harder and more difficult to counterfeit, and that being less liable to oxidation, they are cleaner and less insanitary. Bronze also possesses certain technical advantages over pure copper in respect of the operation of minting.

2. It is not proposed to make any change in the designs of the present coins, nor in their respective diameters. The weights how-

over are considered to be susceptible of reduction, and it is proposed to reduce them by 25 per cent. in each case. The existing and proposed weights will then be as follows :—

Existing copper coins.		*Bronze coins.*	*Proposed weights.*
Pice	100 grains.	Pice	75 grains.
Half-pice ...	50 „	Half-pice... ...	37½ „
Pie	33⅓ „	Pie...	25 „

3. It is not proposed to introduce bronze double pice, as coins of this denomination are not in common use and none have been coined since 1878. The substitution of bronze for copper will be effected by gradually withdrawing the coins now in circulation, and replacing them by bronze coins of similar denomination.

4. Specimens of the new coins are forwarded herewith. I am to request that the Government of India may be favoured with any observations which $\frac{\text{His Excellency the Governor in Council}}{\text{His Honour the Lieutenant-Governor}}$ may desire to you make regarding the proposal. In particular, the Government of India would be glad to be informed whether in the opinion of competent authorities the reduction of weight which it is proposed to make would be likely to affect the ready acceptance of the new coins by the public.—I have, &c.,

J. CAMPBELL,
Under Secy. to the Govt. of India.

CHAMBER OF COMMERCE,
BOMBAY, 18th July 1904.

The UNDER SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT, Bombay.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 2347 of the 8th instant, with which you forward a copy of a communication from the Government of India, No. 3863-A., dated 17th June 1904, regarding the proposed substitution of bronze coins for the existing copper coins, and ask for the opinion of the Chamber on the proposal and as to whether the reduction of weight which it is proposed to make would be likely to affect the ready acceptance of the new coins by the public.

2. The matter has had the careful consideration of the Committee, and I am to say that, in their opinion, the substitution of bronze for copper coins would be generally approved. As to the question of weight, the Committee are advised that in large centres and among intelligent people the reduction is not likely to be objected to, as the fact that the coins have been issued by the Government of India will be sufficient. But in the Districts it will be advisable to act slowly and with caution, as the poor people who use these small coins largely are apt to be suspicious, and until the copper and bronze coins have circulated together for some time it will not perhaps be advisable to withdraw the former.

3. In this connection I am to call the attention of Government to the large quantity of Foreign copper coins which are in general circulation in this country, and to express the hope of the Committee that these will be withdrawn as rapidly as possible.

4. I am also to take this opportunity of bringing to the notice of Government the cast of the King's head on the present coinage. The design seems to my Committee to call for improvement in many respects, apart from the fact that it does not appear to be wearing well, and if new bronze coins are to be struck off, my Committee think an improved design is in every way desirable, and to this point they would ask the special attention of Government.—I have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Asst. Secretary.

APPENDIX C-6.

CURRENCY.

PROPOSED INTRODUCTION OF A NICKEL COIN OF THE DENOMINATION OF ONE ANNA.

No. 2647 OF 1904.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 3rd August 1904.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of letter from the Government of India, No. 4671-A., dated 22nd July 1904, regarding the

proposed introduction of a nickel coin of the denomination of one anna, and to request that this Government may be favoured with the opinion of the Chamber and with any suggestions they may wish to make.

Specimens of the new coins are forwarded herewith.—I have, &c.,

G. KEATINGE,
Under Secretary to Government.

No. 4671-A.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.
ACCOUNTS, ETC.
Mint.

From J. CAMPBELL, Esq., I.C.S.,
UNDER SECRETARY to the GOVERNMENT of INDIA,

To ALL LOCAL GOVERNMENTS and ADMINISTRATIONS.

SIMLA, the 22nd July 1904.

SIR,—The Government of India have had under consideration a proposal that has been submitted to them for the introduction of a nickel coin of the denomination of one anna.

2. This metal has come into extensive use for the purpose of subsidiary coinage on the continent of Europe and in America, and its advantages for this purpose are so well established that it is not necessary to refer to them at length. It is far cleaner and more sanitary than copper or even bronze, it is lighter in proportion to volume, it is harder and considerably more difficult to counterfeit, and it presents a more handsome appearance. The Government of India are of opinion that it is desirable to give it a suitable trial in this country, and if the first experimental issue proves successful, it will be for consideration whether its employment should not be extended further.

3. The reasons which have led the Government of India to select a one-anna coin for the first trial with nickel are that there is at present no coin of that denomination, so that the proposed new issue will not interfere with any part of the existing coinage. There is, moreover, a large gap in value between the two-anna silver piece and the copper (or bronze) quarter anna, for the double pice has not been coined for more than 20 years, and in most parts of India is scarcely to be met with in circulation. It appears probable that a coin of the

value of one anna would prove extremely useful in a great number of petty transactions, and would supply a real want. If the experiment proves successful, it is possible that nickel coins of the value of two annas and half an anna may hereafter be introduced, in substitution for the existing coins of those denominations. It is not necessary to come to any decision on this point at present, but the contingency should be borne in mind in considering the dimensions to be fixed for the one-anna nickel, in order that it may be possible subsequently to introduce the larger and smaller coins of appropriate corresponding dimensions, without approaching too nearly to those of any other existing coins. Enclosed herewith is a statement showing the diameter and weight of all existing silver and copper coins current in India, and also those of the bronze coins which, as explained in my letter No. 3863-A., dated the 17th June 1904, it is in contemplation to substitute for the latter. From an inspection of this statement, it is believed that a weight of 50 grains troy, and a diameter of 20 or 21 millimetres will be suitable for the new one-anna nickel piece.

4. The principal point on which the Government of India desire to invite your opinion at present is as to the characteristic features which the new coin should present. It is essential that its appearance should differ so markedly from that of any existing coin that there shall be the least possible risk of its being passed off even on the most ignorant classes as a silver coin of higher value. Unless this danger can be successfully guarded against, there is reason to fear lest the ready acceptance of the new coin by the mass of the public may be retarded, in which case the experiment would be likely to fail. To effect this object, it has been suggested either that the new coin might be of a special shape, e. g., octagonal or hexagonal: or in the alternative, that it might be perforated, as is the case with the more recent coins issued in Belgium. The former suggestion does not commend itself to the Government of India. As regards the latter, there is a good deal to be said on both sides, and the Governor-General in Council is specially desirous of being favoured with your advice to enable him to decide on which side the balance of advantage will lie.

5. The principal drawback to perforation is that, if the hole is made in the centre of the coin, it becomes impossible for the obverse to bear the effigy of His Majesty the King. This has not been considered a fatal objection in Belgium, where the nickel coinage bears on its obverse the cipher of the sovereign, *viz.*, two L's interlaced. But

it is contrary to the practice which has prevailed in the United Kingdom since the time of Charles II, and it would moreover be an innovation in India as compared with the practice of at least a century. With a population so prone to suspicion of changes whose object cannot be immediately understood, as that of India, it is possible that the absence of the accustomed effigy of the sovereign might lead to reluctance to accept the new coin. It has been suggested that the perforation might be made at one side, and not in the centre, but there would be practical inconvenience in arranging for this, and the Government of India are not disposed to entertain the idea.

6. On the other hand, it has been represented that the effigy of the sovereign is not in fact regarded as essential by the people of this country, and that it is actually distasteful among Mahomedans. It has also been suggested that perforation would render it possible to thread the coins together on a string and that this might be regarded as so great a practical convenience as actively to enhance the popularity of the coin.

7. The Government of India desire to be favoured with a full expression of $\frac{\text{the views of His Excellency the Governor in Council / the views of His Honour the Lieutenant-Governor,}}{\text{your views}}$ and with any suggestions $\frac{\text{His Excellency in Council / His Honour}}{\text{you}}$ may desire to make to enable them to decide between these conflicting ideas. To assist you in forming an opinion, I am to forward herewith specimens* of two coins which have been struck in nickel of dimensions specified in paragraph 3. Of these the perforated specimen is 21 millimetres, and the unperforated one 20 millimetres in diameter. It should be clearly understood that the designs of these samples are not now under consideration. No decision can be come to on this head until it has been settled whether the new coins should be perforated or not. It is however improbable that any design at all resembling that on the reverse of the perforated specimen will eventually commend itself to the Government of India.

* A sufficient number of coins, struck from pure nickel, cannot at present be obtained; but the specimens marked "N", on the rim, which are coined from pure nickel, will show the general appearance of the metal. The other coins, unmarked, are struck from nickel alloy.

8. I am to request the favour of a very early reply.—I have, &c.,

J. CAMPBELL,
Under Secretary to the Govt. of India.

ENCLOSURE.—

Statement showing the diameter and weight of all existing silver and copper coins current in India; also those of the bronze coins which it is in contemplation to substitute for the latter.

Description of Coin.	Diameter.	Weight.
	Millimetres.	Grains.
Silver—		
Rupee	32·06	180
½ Rupee	23·22	90
¼ Rupee	19·05	45
⅛ Rupee	15	22·5
Copper—		
Double pice	30·5	200
Pice	25·4	100
Half-pice	21·15	50
Pie	17·45	33·3
Bronze—		
Pice	25 4	75
Half-pice	21·15	37½
Pie	17·45	25

CHAMBER OF COMMERCE,
BOMBAY, 16th August 1904.

The UNDER SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2647 of the 3rd instant, with which you forward a copy of a communication from the Government of India regarding

the proposed introduction of a nickel coin of the denomination of one anna, and ask to be furnished with the opinion of the Chamber and with any suggestions which the Committee may wish to make on the subject.

Your letter has been placed before the Committee together with the specimens of the new coins forwarded by you. In reply, I am to say that in the opinion of the Committee a one-anna piece would probably be very popular in the Presidency and large towns and no doubt also in the districts in course of time; but they doubt if a coin after the style of the one submitted with the King's head would be suitable as it is not unlike a four-anna piece and confusion would therefore arise and the poor who would be deceived would become suspicious. The perforated coin being distinctive in this way is, in the opinion of my Committee, much to be preferred and they would recommend its adoption.

Government are no doubt aware that a year or so ago the French Government decided to coin nickel pieces of 25 Centimes, but it was subsequently found that the new nickel could not be distinguished from the one-franc silver piece already current in France. It was therefore decided to recall the nickel and to stop coining it altogether. In Austria, too, the nickel coins of 20 Heller and silver coins of 1 Krone cause confusion owing to the two being about the same size.

It therefore appears necessary that there should be something distinctive in the new coin and a hole through the centre would attain this object.—I have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Asstt. Secretary.

THE FOLLOWING IS A SUMMARY OF THE CORRESPONDENCE BETWEEN THE SUPREME AND LOCAL GOVERNMENTS ON THE SUBJECT OF THE PROPOSED NEW COINAGE.

BRONZE COIN.

With regard to the bronze coinage the Government of India in addressing Local Governments pointed out that it was not contemplated to make any change in the designs of the present copper coinage. The weights of existing coins would, however, be reduced from—— pice, 100 grains to 75 grains; half-pice, 50 grains to 37½ grains; pie, 33⅓ grains to 25 grains. The substitution would be

gradually effected by withdrawing coins now in circulation and specimens of the new coins were forwarded for the observations of local Governments.

BENGAL OPINION.

His Honour the Lieutenant-Governor has consulted, in addition to the Executive and Police Officers of Government, the Bank of Bengal, the Chamber of Commerce, the Bengal National Chamber of Commerce and the Calcutta Trades Association. There is almost complete agreement among the officers and bodies consulted that the introduction of bronze coins will be a great improvement. The Directors of the Bank of Bengal and also a few Government Officers cite as a possible objection the fact that gold, silver and copper are regarded as sacred metals, and that Brahmins and priests might demur to accepting bronze on the ground that it is a mixture. They themselves, however, do not accept this as a valid objection, but concur in the general opinion.

With regard to the proposed reduction in weight, I am to say that while some officers apprehend that this may at first affect the ready acceptance of the new coins by the public, it is thought that any prejudice which may at the outset exist among the more ignorant classes will rapidly disappear. Most of those consulted appear to think that no serious difficulty is to be feared and this view is accepted by His Honour.

Practically the only adverse opinion is that expressed by the Committee of the Bengal National Chamber of Commerce.

The objections advanced by the Committee do not seem to the Lieutenant-Governor to be very serious. Sir Andrew Fraser accepts the almost unanimous opinions of those consulted, and welcomes the proposal of the Government of India as an important and desirable improvement in the circulating medium. His Honour does not consider that the proposed reduction of weight, which is in itself a decided advantage, would affect the ready acceptance of the new coins by the public at large. It is, however, in his opinion advisable to obviate, as far as possible, any prejudice which may at first exist among the most ignorant classes, and I am to commend to the consideration of the Government of India a suggestion made by the Directors of the Bank of Bengal that timely notice of the change should be widely circulated, especially amongst the poorer classes in all parts of the country.

MADRAS OPINION.

His Excellency the Governor in Council has consulted on the proposal the Chamber of Commerce and the Trades Association at Madras, the Bank of Madras and the Accountant-General. All of these authorities are in favour of the change, and this Government agrees with the Accountant-General on the subject that the proposal carries with it advantages on the grounds of economy, public health and general utility.

PUNJAB OPINION.

Inquiries have been made in our large commercial cities—Lahore, Delhi, Amritsar and Multan—of the Punjab, on the proposals, and there is a general consensus of opinion that the introduction of the new coinage is unobjectionable. It is everywhere felt that the proposed reduction in weight will not, so long as the existing size is maintained, affect the ready acceptance of the coinage, as the public are aware that the intrinsic value of the existing copper currency does not accord with its face denomination. Sir Charles Rivaz has, therefore, no hesitation in recommending the introduction of the proposed bronze coinage.

BOMBAY OPINION.

The views of the officers, private gentlemen and public bodies, who were consulted by this Government on the subject, are unanimously in favour of the substitution of bronze for copper coinage, in which opinion the Governor in Council concurs. He also agrees with the general consensus of opinion and the change, if introduced gradually and after making it widely known beforehand, will be accepted without giving rise to any apprehension or difficulty.

With reference to the proposal to reduce by 25 per cent. the weight of each of the new bronze coins, this Government accepts the opinion of the majority that the proposed reduction in weight is not likely to affect the ready acceptance of the coins by the public and that any objection on that score will be overcome as the public become used to the new coinage ; and to observe that unless the reduction is substantial there will be little use in making any, it would be an advantage, however, if the weight of the new coins were to present simple fractions of a tola.

NICKEL COIN.

With regard to the nickel coinage, the Government of India, in addressing the local authorities on the subject, thinks it desirable to give it a trial and if the first issue is successful, to extend its em-

ployment further. The principal point on which Government invites opinion is the question of characteristic features which the new coin should present so that it be not passed off in ignorance as a silver coin of higher value. The question whether the coin should be octagonal or hexagonal or perforated as in the case of more recent coins issued in Belgium is mentioned. The point is also raised as to whether the effigy of the Sovereign is necessary or advisable.

"The principal drawback to perforation is that, if the hole is made in the centre of the coin, it becomes impossible for the obverse to bear the effigy of His Majesty the King. This has not been considered a fatal objection in Belgium, where the nickel coinage bears on its obverse the cipher of the Sovereign, *viz.*, two L's interlaced. But it is contrary to the practice which has prevailed in the United Kingdom since the time of Charles II and it would, moreover, be an innovation in India as compared with the practice of at least a century. With a population so prone to suspicion of changes whose object cannot be immediately understood, as that of India, it is possible that the absence of the accustomed effigy of the Sovereign might lead to reluctance to accept the new coin. It has been suggested that the perforation might be made at one side and not in the centre ; but there would be practical inconvenience in arranging for this, and the Government of India are not disposed to entertain the idea."

Bengal Opinion.

There is a general consensus of opinion that the introduction of a nickel coin will meet a real need and will prove a valuable addition to the current coinage. The only opinion received which is adverse to the proposal is that of the Inspector-General of Police who does not recommend the introduction of nickel coinage at all at present. He fears that it would open a wide field for cheating, and on the ground that it is not advisable to introduce too many changes at one time into the currency with which the ignorant masses of India are mainly concerned, considers that the substitution of bronze for copper coinage would suffice for the present. The apprehensions of the Inspector-General are not shared by the Lieutenant-Governor. Admittedly there is a danger that nickel coins, without some distinctive mark, might be used for cheating ; but the difficulty has been recognised and proposals made for the purpose of overcoming it. The second objection raised does not commend itself to the

Lieutenant-Governor, who is inclined rather to think that there will be less inconvenience if the two changes in the currency are made simultaneously than if they follow each other within a comparatively short period of time. I am accordingly to commend to the Government of India a suggestion made by the Director of the Bank of Bengal that the issue of the proposed nickel coin might with advantage be advertised and made simultaneously with that of the new bronze coins.

* * * * * *

Both the majority of the opinion received and the most weighty opinions are in favour of perforation in the centre. It is argued that the perforation will not affect the ready acceptance of the coin by the public, but will rather be popular because it will enable the coins to be strung together.

It is generally felt that, if possible, the Sovereign's head should be borne by the new coin, and it is said the absence of the effigy will have no effect in conciliating Mahomedan sentiment. The Commissioner of Dacca points out that the old Company's pice pieces with a coat of arms on the obverse instead of a Monarch's head are accepted everywhere without demur, and the Committee of the Bengal Chamber of Commerce draw attention to the fact that between 1860 and 1870 copper coins were struck in the Hongkong Mint for use in the island with a round hole in the centre and without the effigy of Her Majesty the Queen. It is stated that these coins soon became very popular among the Chinese both in the island and on the main land, and that this fact would seem to form a precedent for the introduction of similar coins in this country. The Chamber are, therefore, inclined to support the introduction of a new perforated one-anna nickel coin of the size and weight specified without the effigy of the Sovereign.

The conclusion which the Lieutenant-Governor has reached is that the decisive consideration is the necessity of ensuring that the coin shall not be accidentally mistaken or intentionally substituted for any existing coin. The only method of accomplishing this, which is not in His Honour's opinion open to serious objection, is that of perforation through the centre. In order to secure this the head of the Sovereign must disappear from the coin, but the protection of an ignorant population and the prevention of crime are considerations of sufficient importance to justify this departure from custom.

Madras Opinion.

In regard to the size of the new coin the Chamber of Commerce and the Collector of Godavari have suggested the adoption of a diameter of 21 millimetres which would make the coin larger than a four anna piece (19·05 millimetres) and smaller than a half-pice piece (21·05 millimetres). In order, however, that the difference in size from these coins should be more marked, this Government would advocate a diameter of about 20·25 millimetres.

With reference to the question of perforation, the majority of the authorities consulted consider that the absence of the effigy of the Sovereign, which would be one of the results of perforation, would be a fatal objection to the popularity of the coin. His Excellency in Council concurs in this view, and considers that the practical convenience of threading the coins together on a string is unlikely to be adopted by the ordinary native when he can so string only one denomination of coin.

If no practical means can be devised for altering the colour of nickel so as to successfully guard against danger of confusion with existing coins, the best suggestion to replace perforation is, in the opinion of this Government, that offered by the Secretary and Treasurer, Bank of Madras, *viz.*, to have the effigy of the Sovereign surmounting a number as in the Ceylon postage stamp.

Punjab Opinion.

The introduction of a coin of the denomination of one anna will fill a recognised want, and the advantages claimed for nickel over copper and bronze in your letter under reply are freely admitted. Opinion in the Province is unanimous that the new coin should bear the King's head on the obverse, and, with reference to paragraph 6 of your letter it is stated, even in such an essentially Mahomedan quarter of the Punjab as Multan, that Mussalmans have no objection to the head of the Sovereign being borne on coined money. It has been suggested that the new coin might bear the King's head and be perforated as well, as for instance by stamping the head in miniature between the edge of the perforation and the rim of the coin. A perforated coin is not likely to be regarded with suspicion in the Punjab, but if it is impossible to introduce a perforated coin bearing the King's head on the obverse, it would, in the Lieutenant-Governor's opinion, be preferable that the new coin should be unperforated.

Burma Opinion.

His Honour the Lieutenant-Governor considers that the introduction of the one-anna nickel coin will meet a much-felt need, and that the perforated specimen coin sent with your letter is in size and shape well adapted for the purpose. In so far as this Province is concerned, the omission from the obverse of the perforated coin of the effigy of His Majesty the King is not likely to detract from its popularity. Under Native rule the coins in circulation bore no effigy of the Burmese king, and His Honour has no reason to believe that the effigy of the Sovereign is regarded as essential by the Burmese community.

Bombay Opinion.

His Excellency the Governor in Council cordially concurs with the Government of India in the opinion that it is desirable to give a suitable trial in this country to the use of nickel for the purpose of subsidiary coinage, and in the decision to select a one-anna coin for the first trial with that metal. He is disposed to agree with the opinion that is expressed by some of those who have been consulted that the substitution of nickel coins for the present silver two-anna piece is not likely to prove desirable, but however that may be, the contingency of a nickel half-anna piece being coined hereafter is one which will so probably occur that the diminution of the proposed one-anna coin appears to call for careful consideration at the present stage. This Government are of opinion that the diameter of the new coins should be not less than 21 millimetres, and might without disadvantage be of 21·15 millimetres, the same as the proposed bronze half-pice. The weight also might be, as is suggested, a definite fraction of the weight of a rupee, *viz.*, $1\frac{1}{4}$ or 45 grains.

APPENDIX D-1.

REGISTRATION OF PARTNERSHIPS.

No. 257-1904.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 15th February 1904.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Registration of Partnerships.

DEAR SIR,—In handing you copy of my letter of 5th February, to the Secretary to the Government of India, Home Department, forwarding, for consideration, a draft Bill for the Registration of Partnerships, I am directed by the Committee of the Bengal Chamber of Commerce to express the hope that your Committee will address the Government of India in support of the representation made.—Yours, etc.,

W. PARSONS, Secretary.

No. 207-1904.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 5th February 1904.

From the SECRETARY, BENGAL CHAMBER of COMMERCE,

To the SECRETARY to the GOVERNMENT of INDIA, HOME DEPARTMENT.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to address you with reference to the question of the registration of partnerships in India.

2. This question is one which has occupied the attention of the different Indian Chambers of Commerce at intervals during the past thirty-five years. It was originally raised in 1867 by a Memorial from certain Native merchants and bankers in Bombay to the Bombay Government. A request was made in the Memorial for an enactment providing for the compulsory registration, under penalties, of partnerships, of deeds of trust, and of gifts. The Committee of the Bengal Chamber cordially supported the leading features of the Memorial, although they did not concur in all its recommendations. And they suggested that the Act for the Registration of Assurances (Act XVI of 1864) might be extended to the registration of part-

Letter, dated 23rd March 1867, to the Government of India.

nerships also. His Excellency the Governor-General in Council subsequently intimated that a measure providing for the registration of partnerships might be introduced with a reasonable prospect of its ultimate adoption ; provided it were confined to purely commercial partnerships, and its operation limited to the Presidency towns.

3. But nothing further was done; and the question remained in abeyance until the year 1880. It was then again brought forward by the Committee of this Chamber. In June of that year they alluded to it as a pressing question, and as being one of vital importance to the community. And they supported this contention by certain cases illustrative of the difficulties against which merchants had to strive. The Government again expressed their readiness to consider any practical suggestions with the object of effecting registration. Later in the year a Bill was drafted by the Bombay Chamber, and was submitted to this Chamber for consideration. The legal advisers to both Chambers were of opinion that there were no insurmountable legal difficulties in the way. But unfortunately the Bombay Chamber was forced to abandon the Bill, partly because of local difficulties, and partly because a Bill providing for registration was then under consideration in England. Early in the following year the Committee of the Bengal Chamber again moved in the matter. With the aid of their Solicitors they drafted a new Bill, more or less on the lines of that which had been abandoned by the Bombay Chamber. They submitted it to the then Advocate-General of Bengal, who expressed the opinion that it might, with a few minor modifications be made an effective measure. Supported by such an authority the Committee thought they might reasonably anticipate a successful issue to their efforts. But the Government of India came to the conclusion that they were not prepared to introduce legislation. In the meantime the Acting Legal Remembrancer of Bombay had prepared and submitted a draft Bill to the Governor in Council. But His Excellency was not satisfied with the measure ; and, after receiving a report from the Advocate-General of that Presidency, decided to abandon the idea of legislation.

Letter, dated 19th June 1880, to the Government of India.

4. After an interval of close upon ten years the question was re-opened by the Committee in 1890. At that time they had under consideration a proposal that railway receipts should be declared to be transferable or negotiable instruments carrying title to property like

Bills of Lading. If made at all such a change should not, the Committee thought, be adopted until a Bill for the registration of partnerships, or some similar measure, had been passed into law; or until more satisfactory means had been devised for the realisation in Native States of the decrees of British Civil Courts. The Bombay, Madras, Karachi and Rangoon Chambers were communicated with. But their replies were not of an encouraging nature. The Bombay Chamber declined to take further action. The Rangoon Chamber thought that compulsory registration would not work well. And the Madras Chamber, although of opinion that legislation was highly desirable, considered that the difficulties in the way were insuperable. It is hardly necessary to add that in these circumstances nothing further was done.

5. But in 1894 yet another attempt was made to settle the question. It originated with a firm of Solicitors in Calcutta. They suggested that the Civil Procedure Code should be amended by the introduction of provisions similar to those prescribed by the Rules made in pursuance of the Supreme Court of Judicature Acts. Those rules provide that firms in England may sue, or be sued by their trade name. It was thought by the Committee that legislation in this direction would be, to a certain extent, beneficial. But they urged at the same time that the larger question of the registration of partnerships should not be abandoned; because the suggested alterations in the Code would only partially mitigate the evils from which the mercantile community suffered in the absence of a law providing for registration. The Bombay and Madras Chambers likewise approved of the proposed amendments to the Civil Procedure Code. But immediate action was not taken by Government; and the amendments have been included in the revised Code which is at present before the Imperial Legislative Council.

6. In 1899 the question of registration was again raised by the Mercantile Member of the Imperial Council, who suggested to the Select Committee on the Bankruptcy Bill the desirability of legislation. But the Hon. Mr. Chalmers, who was then Legal Member, expressed the opinion that it would be most difficult, if not practically impossible, to draft a Bill. With this definite pronouncement before them, the Committee did not take further action until 1902, when the question was brought forward at the Annual General Meeting of the Chamber. As a result, a Special Sub-committee of the Chamber was appointed, by whom, with expert legal assistance, a new Bill was drafted.

The views of the other Indian Chambers of Commerce upon this draft Bill were invited, and were generally favourable. It also met with the approval of the members of this Chamber, the Bengal National Chamber of Commerce, and the different Mercantile Associations in Calcutta. Supported by these opinions, the Committee of the Chamber have determined to submit the Bill for the consideration of Government. As will be observed from the copy which accompanies this letter, the Bill is of a simple character; and an explanation of its provisions is therefore unnecessary. Nor do the Committee think there is need for them to enter into any discussion with the object of showing that the law as regards the responsibilities of partners is defective. For, as has been already stated, this was admitted by the Government of India as far back as 1867. And, as the Committee understand, the Government have been deterred from legislative action, not because they were unconvinced of its necessity, but because of the difficulties surrounding the question.

7. The desire of Government to legislate is shown by the proposed amendments to the Civil Procedure Code to which reference has been already made, and respecting which the Committee wish to offer a few observations. These amendments are contained in Sections 469 A to F of the revised Code. They appear to be of a somewhat complicated character; but they are evidently designed with the object of bringing into force in India the procedure already obtaining in England with respect to suits against firms and partnerships. Their leading features are that decrees are to be against a firm by its name; and that relief is to be given against any person who can be shown to be a partner, and in respect of any property of, or debt owing to, any member of the firm. With these proposals the Committee are now, as they were in 1894, in cordial agreement. But now, as then, they are of opinion that such legislation, although useful, will not completely effect the objects which merchants have in view. Without registration the amendments alone will be, the Committee apprehend, insufficient to afford the merchant that protection which he seeks. And it is for this reason that they venture now to put forward their draft Bill providing for registration. In proceedings under Sections 469 A to F it will be necessary to prove that some particular person is a partner in the firm sued. But it is precisely in this matter of proof that the whole difficulty lies. For example in a case which occurred about five years ago a European firm was non-suited in an attempt to prove a partnership. But they

discovered subsequently, and by accident, that almost at the same time the defendants in the case were suing as plaintiffs in another case in a different Court. And it transpired that the particular defendant who in one Court had successfully disproved his connection with the firm, had in the other Court recorded the fact that he was a partner. Other somewhat similar cases may be cited. Thus in one instance a firm, members of this Chamber, had certain transactions with a Native house of long standing. The latter defaulted under a contract; and, when proceedings were about to be instituted, it was found that the recognised partners were either dead or had left the firm, leaving only one partner who was a minor. In another case it was discovered that a firm, with whom a member of the Chamber had entered into transactions, had no real existence—it was, that is to say, a *be-nami* firm. It had been established by the partners of another firm, who were themselves unable to meet their engagements, and whose reputation had been thereby damaged. By starting a new firm, and by getting a broker to represent it as a sound concern, they induced people to take contracts which were not fulfilled. Had a register of partners been available the names of the partners could have been at once ascertained, and the contracts need not have been entered into. It is therefore to protect merchants in cases such as these that a Registration Act is wanted. The provisions of Section 469 will not apply to such cases; that is to say, they will afford no remedy against the practice of putting forward ostensible or irresponsible persons. They will only give relief if it can be proved, that, at the time of the signature of the contracts, the capitalists—in other words the responsible parties—were really partners.

8. It is, the Committee think, unnecessary for them to dwell at greater length upon the need for the Bill. And, as they have already stated, its provisions are so simple in character as to require no explanation. But there are two points to which I am to direct the attention of Government. The first has reference to the register to be established under Section 14 of the Bill. In order that the commercial public may benefit to the fullest extent by the introduction of registration, it is essential that copies of this register should be on sale at a moderate charge. For few business houses could afford the time and trouble required to attend at the office of the Registrar, whenever they might be in want of information as to the partners in a firm with whom they proposed to do business.

9. The second point is in regard to the scale of fees to be fixed by the Local Governments in accordance with Section 24. The Committee do not desire to propose a scale of fees. But they would take this opportunity of suggesting that Local Governments be recommended to fix the fees as low as possible, in order that the cost of registration may not be such as to afford any excuse for evading the law.

10. In conclusion, I am to express the earnest hope of the Committee that the Government of India, in their renewed consideration of this intricate question, will be able to accept the Bill now proposed, and in due course to pass it into law.—I have, &c.,

W. PARSONS, Secretary.

AN ACT FOR THE REGISTRATION OF PARTNERSHIPS.

Preamble.

Whereas it is expedient to provide for the registration of Firms and Partnerships from time to time carrying on any trading business in certain parts of British India;

It is hereby enacted as follows:—

Short title. Commencement.

1. This Act may be called "The Indian Partnership Registration Act, 190 ;" and it shall come into force on the day of 190 .

This Act shall apply in the first instance only to the towns of Calcutta, Madras, Bombay, Karachi, Delhi, Cawnpore, Amritsar, and Rangoon, but may be extended at any time, and from time to time, by the Local Government to any other town, by Notification in the Local Official Gazette, to apply to any such town from such day as may be fixed by any such Notification.

Partnerships exempted from the operation of the Act.

2. This Act shall not apply to any Company, Corporation, Association, or Partnership, formed or to be formed in pursuance of any Act of Parliament, or of any other Act of the Governor-General of India in Council, or by virtue of any Royal Charter, or Letters Patent, or constituted or to be constituted in any British Colony or Dependency, or in any Foreign country in conformity

with the laws thereof respectively, nor to any Partnership having for its object a single venture.

Interpretation Clause.

3. In this Act, unless there be something repugnant in the subject or context,—

Firm or Partnership.

"Firm or Partnership" means two or more persons associated together for the purpose of carrying on a trading business under any name or names, or designation, and also includes a single person carrying on a trading business under a name or names other than his own, or under any other designation, and the terms "Partner," "Member" and "Sharer" mean and include all persons so associated, and every person carrying on business as aforesaid.

Single Venture.

"Single Venture" means a single trading enterprise, or transaction, by one person or by two or more persons temporarily associated together for such one purpose only, with the prospect of the same being completed within a short period, and in no case exceeding the period of six months.

Minor.

"Minor" means a person who according to the personal law to which he is subject has not attained majority;

Registering Officer.

"Registering Officer" means the Registrars for the time being appointed under the provisions of the "Indian Registration Act, 1877," at the several Towns in which this Act shall for the time being be in force, and such officers (if any) as may be appointed under the provisions of this Act for the purposes thereof;

Register.

"Register" means the book or books kept by the Registering Officer for the purposes of this Act;

Duly registered.

"Duly registered" includes the registration, from time to time, of all changes and alterations in a Firm or Partnership required to be registered by this Act.

Partnerships to be registered.

4. Every Firm or Partnership carrying on or having a place of business in any one or more of the Towns in which this Act shall for the time being be in force, and whether in existence at the commencement of this

Act or coming into existence at any time thereafter, shall be registered in each of such Towns where such Firm or Partnership shall carry on or have a place of business.

Place of registration.

5. In the case of a Firm or Partnership carrying on or having a place of business in more than one of the Towns aforesaid, the particulars hereinafter required to be registered shall be first registered in whichever of such Towns the said Firm or Partnership shall elect, and thereupon a copy of every entry relating to such Firm or Partnership, from time to time, made in the Register in such Town shall be forthwith transmitted by the Registering Officer recording the same to the Registering Officer in every other of the said Towns where the said Firm or Partnership is also carrying on business and is required to be registered under this Act and shall thereupon be entered in his Register by the Registering Officer to whom the same shall be sent.

Particulars to be registered.

6. The following particulars shall be registered :—

(*a*) The name and ordinary place of residence of each partner, member or sharer of a Firm or Partnership, and his age if a minor, and in the case of an undivided Hindu Family, of each member of that Family who is a proprietor or a partner, member, or sharer of and in a business set up by or belonging to that family.

(*b*) The date of the commencement of the Firm or Partnership business.

(*c*) The name or style, or (if more than one) the several names or styles of the Firm or Partnership and their place or places of business wheresoever situate.

(*d*) The nature of the business or businesses of the Firm or Partnership, and the several Towns and places in which the Firm or Partnership carries on or intends to carry on the same, or has a place of business.

(*e*) Every alteration or addition, from time to time, occurring in the constitution membership or objects of a Firm or Partnership.

(*f*) The dissolution or cessation of a Firm or Partnership.

Effect of registration.

7. When the name of any person has been duly registered as a partner in any Firm or Partnership he shall remain responsible as such until his name shall have been removed from the register, or in the event of any dispute between him and his co-partners until notice of disclaimer by him shall have been entered in the Register.

Registration of Partnership.

8. Whenever a Firm or Partnership shall be desirous of being registered under this Act, a written Instrument or Statement containing the particulars required under section 6 of this Act, and (except in the case of an undivided Hindu Family) signed by every adult partner, or his duly authorized agent, and by every minor partner (if any), or his legal or natural Guardian on his behalf, shall be presented to the proper Registering Officer by one of the signatories, or, as the case may be, the sole signatory, of such Instrument or Statement or by the duly authorised agent of such signatory.

9. In the case of a Firm or Partnership wherein an undivided Hindu Family shall be a partner or partners, the Instrument or Statement referred to in section 8 of this Act shall be signed by every adult member of that family who is a proprietor of or sharer in that business, or his duly authorised agent and on behalf of every such member (if any) who shall be a minor by his legal or natural Guardian, and shall be presented for registration as in section 8 is provided.

Requirements previous to registration.

10. No such Instrument or Statement as is referred to in sections 8 and 9 shall be registered until the execution thereof has been admitted before the Registering Officer by all the signatories, or, as the case may be, the sole signatory thereof, or their or his duly authorised agent or agents, and the Registering Officer shall have satisfied himself as to the due execution of the Instrument, or Statement, and as to their or his identity in the case of the signatories or signatory appearing in person, and in the case of appearance by an agent as to the validity of his authority.

Authorised agents.

11. An authorised agent for the purposes of this Act shall be a person duly authorised in that behalf by a Power-of-Attorney executed in the presence of and attested by any Registrar or Sub-Registrar appointed under

this Act or under the "Indian Registration Act, 1877," or by any Court, Judge, Magistrate, or Notary Public, or Representative of His Majesty or of the Government of India.

Any Power-of-Attorney mentioned in this section shall be proved by the production thereof without further proof, when it purports on the face of it to have been executed before and authenticated by the person or Court hereinbefore mentioned in that behalf.

Power to attend at place of business or residence.

12. The Registering Officer may, on special cause being shown, attend at the place of business or residence of any person in order to satisfy himself as to any matter necessary for the registration of any Firm or Partnership, or of any other particulars required to be registered by this Act, and so far as may be deemed expedient by the Registering Officer he may exercise at such place of business or residence all or any of the powers of and incidental to registration conferred upon him by this Act.

Registration of alterations in Firm, &c.

13. Every alteration in the constitution of a Firm or Partnership by the introduction, retirement, or death of a partner, and any other alteration in any other matters or particulars required to be registered under this Act, and the dissolution or cessation of a Firm or Partnership, shall be registered upon an Instrument or Statement recording the same, in the same way, *mutatis mutandis*, as is herein before required for the registration of a Firm or Partnership, being duly presented and registered.

Provided always that in the event of the death of a partner the fact of his death may be registered on a notice in writing thereof signed by his surviving partner or partners or by, or on behalf of, his legal representative, being delivered to the proper Registering Officer or left at his office.

Completion of Registration.

14. When the Registering Officer is satisfied that any Instrument, Statement or Notice under sections 7, 8, 9 or 13 of this Act is in order, and the requirements of this Act in reference thereto have been complied with, he shall file such Instrument, Statement or Notice, and shall thereupon enter in the book or books, to be kept by him for that purpose, the necessary particulars recorded in such Instrument, Statement or Notice, and shall issue to the parties a certificate under his signature

and seal of Office of the Registration of such Instrument, Statement or Notice, and such certificate shall be conclusive evidence of the facts therein stated.

Power to sue on refusal of Registration.

15. If the Registering Officer refuses to register any Instrument or Statement presented under sections 8, 9 or 13 of this Act, any person claiming registration thereof or his agent, may, within 30 days after the refusal of registration, institute in the principal Civil Court of original jurisdiction within the local limits of whose original civil jurisdiction is situate the Office in which registration is sought, a suit for a decree directing registration of the Instrument or Statement in such Office, provided the same be duly presented for registration within 30 days after the passing of such decree, and such registration shall take effect as if the Instrument or Statement had been registered when it was first duly presented for registration.

Time for Registration of Partnership.

16. Every Firm or Partnership required by this Act to be registered, may be registered at any time after this Act comes into force.

Time for registering alterations.

17. Every alteration in the constitution or objects of a Firm or Partnership required by this Act to be registered, may be registered at any time, but shall have, and take, effect as regards all persons dealing with the Firm or Partnership from the date of registration only.

Effect of non-registration.

18. No Firm or Partnership required by this Act to be registered, nor any partner therein shall have power to sue or to institute proceedings in any Court on any cause of action accruing to such Firm or Partnership after the expiration of six months from the time when this Act shall have come into force unless such Firm or Partnership shall have been registered at the time when such cause of action arose.

Search and inspection of Registers, and supplying copies of entries, &c.

19. Subject to the previous payment of the fees payable in that behalf, the Registers kept under this Act shall be at all times open to search and inspection by any person applying to inspect the same, and copies of the entries in such Registers, and of all documents filed by the Registering Officer under the provisions of this Act, shall be furnished to all persons applying for such copies.

All copies given under this section shall be signed and sealed by the the Registering Officer, and shall be admissible in evidence in any Court, or before any Judicial or Revenue Officer or other authority, for the purpose of proving the contents of the original entries and documents.

Appointment of Registering Officers.

20. The Registering Officers for the purposes of this Act shall be the Registrars for the time being appointed under the Indian Registration Act, 1877, at the several Towns in which this Act shall, for the time being, be in force, but the Local Government may, if it thinks proper, appoint other persons to be Registering Officers under this Act, and may suspend, remove, or dismiss any person so appointed, and appoint another person in his stead.

As to establishment.

21. The Local Government may, from time to time, assign such salaries as it may deem proper to the Registering Officers under this Act, or provide for their remuneration by fees, or partly by fees and partly by salaries, and the Local Government may allow proper establishments for the purposes of this Act.

Local Government to make rules.

22. The Local Government shall determine what seal shall be used, and what books shall be kept, by the Registering Officers for the purposes of this Act and shall provide the same.

23. The Local Government shall have power, from time to time, to make rules consistent with this Act,

Providing for the safe custody of books, papers, and documents, and also for the destruction of such books, papers, and documents, as need no longer be kept :

Regulating the authentication by Registering Officers of the books to be kept by them :

Regulating the forms in which entries are to be made in such books :

Declaring the particulars to be contained in the Indexes of such books :

And generally regulating the proceedings of Registering Officers.

All rules so made shall be published in the Official Gazette, and shall then have the same force as if they were inserted in this Act.

Fees. 24. The Local Government shall prepare a table of fees payable—

(*a*) For the Registration of Firms and Partnerships;

(*b*) For the Registration of any other matter required to be registered under this Act;

(*c*) For search and inspection of Registers;

(*d*) For making or granting certificates, and copies of entries or documents;

(*e*) For attending at a place of business, or residence;

(*f*) For service of Notices;

(*g*) For transmitting copies of entries to other Registering Officers; and for such other matters as may appear to the Local Government necessary for the purposes of this Act.

And the Local Government may, from time to time, alter such table.

Publication of fees. 25. A table of the fees so payable shall be published in the Official Gazette and a copy thereof in English and in such vernacular language or languages as the Local Government shall appoint, shall be exposed to public view in the Office of the Registering Officer.

Protection of Registering Officer. 26. No Registering Officer shall be liable to any suit, claim, or demand, by reason of anything in good faith done or refused in his official capacity.

CHAMBER OF COMMERCE,
BOMBAY, 9th May 1904.

The SECRETARY to the GOVERNMENT OF INDIA,
HOME DEPARTMENT, SIMLA.

SIR,—Towards the end of 1902 the Committee of the Bombay Chamber of Commerce received from the Bengal Chamber a Draft Bill for the Compulsory Registration of Partnerships. This Bill was found to be in the main based upon a similar Bill prepared by the Bombay Chamber of Commerce in 1880 and ultimately abandoned for reasons communicated to Government at the time. The Draft Bill forwarded by the Bengal Chamber was considered with the care which the importance of the subject called for; and the recommend-

ations of my Committee were communicated to the Bengal Chamber of Commerce by a letter and memorandum, dated 3rd March 1903.

2. That Chamber recently favoured my Committee with an amended Draft Bill in which most of the recommendations of this Chamber have been given effect to, but, for reasons not stated nor evident, others have not been adopted and several of this latter class are so important that I have been instructed by the Committee to lay them before you.

3. In doing so I am to mention that the Committee have had the advantage of consultation with Mr. C. B. Lynch, a leading Solicitor of this City, who drafted the original Bill in 1880, and who has great experience in the matters for which it is sought to make provision.

4. It is understood that the Draft Bill of the Bengal Chamber of Commerce has been sent in to Government some time ago, and that a copy will be before you. I therefore give references to the text of the said Draft :—

SECTION 2.—The Committee a year ago recommended to the Bengal Chamber that after the words "Letters Patent" the words "nor any partnership having for its object a single venture" should be omitted. The reason assigned for this view was that the exemption of such partnerships would afford all persons desirous of evading the Act a simple means of doing so. The Committee do not know what may be the position in Calcutta, and are therefore unable to understand why this contention has not commended itself to the Bengal Chamber of Commerce ; but it is quite certain that in Bombay many partnerships centering round a principal partner are revived and continued from venture to venture. In many cases the partners in successive ventures are the same. In many others the partnership is varied by the inclusion of a new sharer or sharers, the exclusion of one or more old sharers or by a change in the proportions in which the various partners participate. In any case, the association of the partners is more of the nature of a series of partnerships for successive ventures than a continuous partnership for a series of ventures. It is probable that even where the association was not of this nature it would, in the event of legal proceedings being instituted, be so represented. The Committee instruct me therefore to represent that it is essential to the success of the Act, so far as Bombay is concerned,

that partnerships for a single venture should be registered. On this subject Mr. Lynch says: "I think that when such exemption was "introduced into the Bill as drafted for the Chamber in 1880, it was "contemplated that the term 'single venture' applied to a bargain "of a day or so, perhaps a 'venture' verbally made in the streets "by two or more persons as a joint speculation, (say) for the pur- "chase of a lot of goods or shares, &c., to be promptly sold at a "profit, or to single enterprises of that nature. It seems clear that "the sharers in a transaction of that kind would not be bound, nor "have any occasion, to register under the Bill as it now stands, and "therefore that no exemption from registration thereof needs to be "specially made in the Bill.

"But on the other hand it is obvious that a 'single venture' may "consist of an important and very considerable trading venture (for "instance the chartering of a ship for carriage of goods or passen- "gers or both), and the mere fact that a short time limit might be "fixed for execution or completion of the venture seems to be no "reason why a partnership concerned therein should not be re- "gistered."

My Committee therefore desire to recommend strongly that the words "nor to any partnership having for its object a single venture," now at the end of section 2, and also the definition of a "single venture" in section 3 be struck out.

SECTION 3.—My Committee recommend that in the definition of a Firm or Partnership and after the words "single person carrying on a trading business," the words "under a name or names other than his own or under any other designation" be struck out, and that the words "under any designation other than his own name alone" be substituted therefor. The reason for this recommendation is that, as at present worded, the definition does not include a single person trading in his own name with the addition of "& Co." It appears to the Committee desirable that in such cases all the world should know that as a matter of fact there is no "Co." but only the sole owner of the business to be looked to.

SECTION 6 (*a*) and SECTION 9.—The Committee would recommend that this Clause be reframed as follows:—

> "(*a*) The name and ordinary place of residence of each "partner, member or sharer of a firm or partnership and

"his age, if a minor, and in the case of a business in "whole or in part belonging to an Undivided Hindu "Family the name of each member of that family."

This alteration is suggested in order to meet the case of any member who may have an interest in the business without being a "proprietor," "partner," or "sharer."

Mr. Lynch in his notes advises as follows as regards a Hindu Undivided Family:—

"As a general or theoretical proposition, it may be stated, (subject to what follows), that all the *male* members of a Hindu Undivided Family are deemed to share equally in the property and profits of the family, *but* subject to the calls which may be made upon the family property (and which it is bound to meet), in order to provide for the maintenance and marriage expenses of the female members of the family, for the cost of their funeral rites (if occasion arise); and for divers expenses relative to their clothing, jewellery and other requirements for which no hard and fast rule can be laid down; (because expenses of this description will vary according to the position and hereditary customs of particular families, or in accordance with special customs which may prevail in that portion of India to which the family happens to belong).

The above proposition must be qualified to this extent. Both in Western India and in Bengal, it has been held that one female member of a Hindu Undivided Family, *viz.*; *the Mother*, is, on partition, entitled to an equal share with her sons, and not merely to maintenance (*vide* DAMODARDAS MANECKLAL *vs.* UTTAMRAM MANEKLAL, I.L.R., XVII, BOM., 271, and GANESH DUTT THAKOOR *vs.* JEWACH THAKOORAIN (PRIVY COUNCIL DECISION,) I.L.R., XXXI, CALC., 262).

It follows therefore that it cannot be affirmed that '*every Member*' of a Hindu Undivided Family, '*shares equally* in the property and profits thereof.'

For that will not be the case, so long as the family consists of male and female members, though if all the male members or co-partners of such family are, or become, extinct, then the daughters will take, if more than one in equal shares.

Of course the above remarks apply to "Undivided Hindu Families" *generally*, but it must be remembered that the Partnership Registration Act will affect the commercial classes of Hindus only, and with these

classes, their joint property often consists only, or at all events chiefly of *hereditary trading partnerships.*

Sometimes, such partnerships consist *exclusively* of members of the Joint family.

But sometimes such partnerships are also composed in part, of *persons of another family*, and this is an important fact to note.

Where one or more joint members, trade by themselves, or in partnership with strangers, on capital which is *not family property*, the profits resulting are exclusively their own. *It is therefore possible for a member of a Hindu Undivided Family to have business relations and transactions independently of his family.* In other words A and B, C. D. 'may form a Hindu Undivided Family in a piece-goods business, while A and B or either of them alone, may be engaged in some other business independently of the family.'

It must, therefore, be kept in view that Undivided Hindu Families may be interested in partnerships under the following conditions:—

(*a*) The business may belong wholly to the family, consisting of male and female members. If there be living a wife or wives of the father of the family (or a mother or mothers of the sons) those females will be entitled (on partition), to a share or shares in the business. The daughters (if any) will not be entitled to shares in the business, unless they be the sole members of the family, but they are entitled to claims against the family property, including the family business, for maintenance (until their marriages) and for dowries on marriage, their interest consisting only of those claims is not a *partnership* interest.

(*b*) The business may belong in portions to more than one undivided family.

(*c*) One or more members of an undivided family owning a business may, with their own monies, be carrying on a separate business of his or their own.

(*d*) A or A & B, being members of an Undivided Family *may with money supplied wholly or in part by the Family* be carrying on business in partnership with strangers, but may yet be accountable to their family in respect of their

(A's or A & B's) share or shares of the profits of such business, either wholly or in proportion to the amount of the family money, which may have been advanced to A or to A & B for the purposes of such business. But in such cases, none of the members of A's or A & B's family (except A or A & B themselves together with their co-partners) would be responsible in any degree for the debts of the business in which A or A & B might be so engaged.

In case (*a*) all the members of the family have an *interest* of some sort in the business, (though some of the females may be neither sharers nor partners, nor 'proprietors'), and because *all* have an interest, all their names should be registered,

Similarly that in case (*b*), the names of all the members of each Undivided Family should be registered,

In case (*c*) the names only of the persons carrying on the business, and,

In case (*d*) the name or names of A, or A & B, and of the strangers outside the family, carrying on the business."

SECTION 6 (*d*).—The registration of "the NATURE of the business or businesses" appears to my Committee to be entirely impracticable, and especially so in conjunction with the phrase "or intends to carry on the same." The word "trading" twice occurring in the first definition contained in Section 3, sufficiently indicates that nature of the business or businesses. A general merchant is commonly prepared to engage in any kind of trade that offers a profit, and may even be said to "intend" to so engage. If he is required to register specifically all the descriptions of commerce in which he in this sense intends to engage, such registration will be not only onerous but absurd, seeing that it will include a large number of businesses in which the merchant has not as a matter of fact ever engaged. If specific registration of each such description of business is not made as it cannot be made an indispensable preliminary to engagement in it, the provision will be a dead letter. The Committee conceive that Government would not propose to limit the enterprise of a merchant to those descriptions of business which he had specifically registered.

The Committee therefore recommend that the words "The nature of the business or businesses of the firm or partnership and" be

struck out of Section 6 (*d*) as also the words "or intends to carry on the same or"; so that the Clause will read :—

"The several towns and places in which the firm or partnership carries on, or has a place of, business."

SECTION 6 (*e*).—For the same reasons, the words "or objects" should be struck out of this Clause and the word "or" inserted between the word "constitution" and the word "membership"; so that the Clause will read :—

"Every alteration or addition from time to time occurring in the constitution or membership of a firm or partnership."

And in the first line of Section 17 the words "or objects" should be deleted.

If, for any reason not now apparent, it should hereafter be found desirable to record more precise particulars of the trading nature of a business or partnership, it is submitted that Government could effect this purpose under Section 23.

SECTION 8.—The Committee are clearly of opinion that the words "shall be desirous of being" should be struck out of this section and that the words "is to be" should be substituted for the words struck out.

SECTION 4 provides that every firm or partnership as defined by the Act *shall* be registered. No question of the "desire" of the firm or partnership to be registered arises, yet Section 8 proceeds to stultify Section 4 entirely by introducing the word "desirous" which obviously implies that registration is optional. Although the penalty for non-registration is merely one of disability that does not alter the fact that registration is mandatory under Section 4 and ought so to remain.

SECTION 9.—My Committee desire to suggest that in this Section the words "who is a proprietor of or sharer in that business" should be struck out, and that for these words there be substituted the words "who is interested in the property thereof." This amendment is in accordance with that relating to Section 6 (*a*), and is designed to meet any objection that might be made to the effect that members of a Joint family sometimes cease to be members thereof by separation, or in the case of female members that they are not partners, etc., and cease to be interested upon their marrying.

SECTION 15.—The Committee would submit that in line 7 of this Section the word "such" preceding and qualifying registration should be cut out and that after the word "registration" the words "if so ordered" should be inserted. Literally, the Section as it at present stands conveys that the registration comes into force retrospectively by virtue of the *institution* of a suit.

SECTION 17.—In comformity with the proposed amendment of Clause (*a*) of Section 6, the Committee recommend that the words "or objects" in the first line of Section 17 be omitted, since it is impracticable to register all the various objects of a business except in such general terms as would be absurd and useless.

They further recommend that after the word "partnership" the words "or in any matters or particulars required to be registered under this Act" (as used in Section 13) be inserted.

SECTION 18.—It may probably be said that the strongest objection to compulsory registration of Partnerships in India lies in the difficulty of exempting the many shop-keepers and dealers in a small way of business, who trade in partnership within the meaning of the Bill, but on whom its provisions would press as an almost useless hardship. The difficulty lies in distinguishing in words between a trading business of consequence and a petty trading business; and even if it be possible to frame a satisfactory definition, excluding small trading partnerships, it has to be borne in mind that a trading shop business, however small in its inception, may ere long blossom into a concern of such magnitude as would render its registration highly desirable.

My Committee therefore suggest that the best means of affording practical exemption to small trading partnerships would be to enable them, though unregistered, to sue for small debts. They consider that Rs. 500 would be a reasonable limit and that the necessary provision might be made in Section 18, by inserting after the word "shall" at the end of the first line, the words "except for recovery of a debt not exceeding Rupees Five Hundred."

5. In conclusion I am to say that my Committee are of opinion that an effective registration of partnerships would be advantageous to trade.—I have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Asst. Secretary.

CHAMBER, OF COMMERCE,
BOMBAY 11th May 1904.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to enclose 3 copies of a letter they have addressed to the Government of India on the subject of the Registration of Partnerships.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 11th May 1904.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to forward herewith 3 copies of a letter they have addressed to the Government of India on the subject of the Registration of Partnerships.—Yours, &c.,

C. J. MICHAEL, Asst. Secretary.

No. 857.
HOME DEPARTMENT (JUDICIAL),
SIMLA, the 20th May 1904.

To the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter dated the 9th instant, regarding the compulsory registration of partnerships in India.—I have, &c.,

H. G. STOKES,
Under-Secretary to the Government of India.

No. 1260.
HOME DEPARTMENT (JUDICIAL),
SIMLA, the 29th July 1904.

To the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—In continuation of the Home Department letter No. 857, dated the 20th May 1904, I am directed to say that the Government of India propose to take the question of the registration of partnerships in India into their careful consideration during the ensuing winter season.—I have, &c.,

H. G. STOKES,
Under-Secretary to the Government of India.

APPENDIX D-2.

PROPOSED REGISTRATION OF BOOKS OF ACCOUNT.

No. 2459.

JUDICIAL DEPARTMENT.

BOMBAY CASTLE, 17th May 1904.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—Referring to the correspondence ending with your letter, dated the 9th October 1903, I am directed to state for the information of the Bombay Chamber of Commerce that, after considering the opinions of the various officers on the proposal made by Mr. Rustomji Merwanji Patel, Acting Chief Judge, Court of Small Causes, Bombay, for the compulsory registration of all books of account used throughout the Bombay Presidency, the Governor in Council is of opinion that the Presidency is not ready for legislation of that nature.—I have, &c.,

P. E. PERCIVAL,
Under-Secretary to Government.

Proposal for the compulsory registration of all books of account used throughout the Bombay Presidency.

No. 2457.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 17th May 1904.

READ AGAIN—

Government Resolution No. 5088, dated the 23rd September 1903.

READ—

Opinions on the above.

RESOLUTION.—After considering the opinions of the various officers consulted on the proposal for the compulsory registration of all books of account used throughout the Bombay Presidency, the Governor in Council is of opinion that the Presidency is not ready for legislation of this nature.

P. E. PERCIVAL,
Under-Secretary to Government.

To

The Registrar of His Majesty's High Court, Appellate Side, Bombay (by letter),
The Commissioner in Sind,
The Commissioner, N. D.,
The Commissioner, C. D.,
The Commissioner, S. D.,
The Judicial Commissioner in Sind,
The Honourable the Advocate-General,
The Remembrancer of Legal Affairs,
The Inspector-General of Registration,
The Superintendent of Stamps (returning the "Chopdas" received with his letter No. 666, dated the 25th February 1904).
J. J. Heaton, Esq., I.C.S.
R. S. Tipnis, Esq.,
M. H. W. Hayward, Esq., I.C.S.,
S. L. Batchelor, Esq., I.C.S.
The Secretary to the Chamber of Commerce, Bombay,
The Secretary to the Chamber of Cmmerce, Karachi,
The Honorary Secretary to the Bombay Incorporated Law Society,
The Honorary Secretary to the Pleaders' Association of Western India.
} By letter
The Editors' Table,
The Revenue Department.
The Chief Judge of the Court of Small Causes, Bombay, (with a copy of Government Resolution No. 5088, dated the 23rd September 1903).

ACCOMPANIMENTS TO GOVERNMENT RESOLUTION NO. 2457, DATED THE 17TH MAY 1904.

Opinions on the proposal of Mr. Rustomji Merwanji Patell, Acting Chief Judge of the Presidency Small Cause Court, Bombay, for the compulsory registration of all books of account used throughout the Bombay Presidency.

Letter from the Honourable Mr. Basil Scott, Advocate-General, to the Acting Under-Secretary to Government, Judicial Department, Bombay, No. 63, dated the 7th October 1903 :—

With reference to Government Resolution No. 5088 of the Judicial Department, dated the 23rd September 1903, I have the honour to state that, while I agree with Mr. Rustomji Patell as to the

desirability of adopting some measure which will make the substitution or addition of pages in Native books of account impossible, I very much doubt if the measure proposed will be so effectual as to justify its adoption, because I think the seal whether in wax or lead proposed by Mr. Patell could easily be counterfeited, and if the scheme was not successful it would give rise to a great deal of profitless trouble both among merchants and the registering officials.

The scheme could not be tried experimentally. It would require legislation and the amendment of the Evidence Act which could only be justified if the success of the scheme were assured.

Letter from R. S. Tipnis, Esq., District Judge, Thana, to the Acting Under Secretary to Government, Judicial Department, Bombay, No. 2546, dated the 8th October 1903 :—

With reference to Government Resolution No. 5088, dated the 23rd September 1903, Judicial Department, desiring me to report my opinion on the proposal contained in the letter of the Acting Chief Judge, Presidency Small Cause Court, Bombay, about registration of books of account, I have the honour to submit that in my opinion the said proposal is quite unsuited to the requirements of the Mofussil of this Presidency.

2. The evil complained of is not of such a magnitude as to invoke legislation, firstly, to compel registration of Native account books in the manner proposed and, secondly, to legalize their, and only their, admissibility in evidence. Hitherto no inconvenience has been felt on this subject. In my humble opinion the less the legislation upon such matter the better it is for the good of the general public.

3. I beg permission of Government to annex hereto copy of report of my Assistant, Mr. H. S. Phadnis, in whose opinion I generally concur.

Letter from H. S. Phadnis, Esq., Assistant Judge, Thana, to the District Judge, Thana, dated the 5th October 1903 :—

With reference to your note calling for an expression of my opinion on the proposal (Government Resolution No. 5088, dated 23rd September last) for the compulsory registration of all books of account, I have the honour to state that the proposal is quite unexceptionable from a theoretical point of view. The Courts would be but too glad of such a legislative help in their task—sometimes

a difficult and often an anxious one—of deciding whether an account book has been tampered with or not by the insertion of new pages or the removal of old pages from it.

But at the same time I feel bound to say that I am not equally sanguine whether the advantages derivable from the proposed legislation would not be greatly discounted if not positively outbalanced by its attendant disadvantages and inconveniences in actual working.

In the first place, the evil aimed at is not, I believe, so common and frequent in the Mofussil as it is assumed to be in the letter under reference. I have no particular knowledge of the conditions obtaining in Bombay and Gujarat, but my experience of the Districts of Khandesh, Sholapur, Bijapur, Belgaum, Dharwar, and Kanara fairly leads me to the conclusion that cases of wholesale substitution of new or abstraction of old pages in account books are but rarely met with in the Courts there. Those Courts are more commonly required to deal with cases in which account books are not properly or regularly written up or the entries not totalled and balances regularly struck and carried forward from day to day. The remedy proposed will not obviously reach that mischief.

The commercial classes in the Mofussil are not, I fear, yet sufficiently advanced in education to be in a position to accurately gauge and appreciate the reason and object of the proposed remedy. One of the not unlikely results of this legislation will be that petty traders and shop-keepers will thenceforward altogether refrain from keeping accounts admissible in evidence. But it will be conceded that for the ends of justice even badly kept accounts would be far preferable to no accounts at all. And I venture to think that the Courts, in view of the rule in Section 34 of the Evidence Act that entries in books of account shall not alone be sufficient to charge any person with liability, generally insist on adequate proof *aliunde*.

The agency for registration suggested seems rather wholly inadequate for the requirements of such a vast country as India. There are only a few Superintendents of Stamps, and the employment of the village organization, in the light of our recent experience in the matter of *Tagai* advances and revenue remissions, would seem to be

of doubtful utility. But it is essential for the successful and effective working of the enactment that the registration offices should be within the easiest reach of each and every trader and shop-keeper, whether petty or large, or whether residing in a town or in an out-of-the way village.

We do not know what the cost of registration would be; anyhow it should be quite nominal in the beginning at least.

The most serious objection to the proposal, however, is that the enactment is calculated to work unintentional injustice to a large number of illiterate poor debtors. It is common knowledge that a debtor-defendant very often calls for the plaintiff's account books, and often or at least occasionally succeeds in finding out materials in them in support of his defence or in reduction of the claim. The proposal if passed into law would wholly deprive him of this important means of meeting his adversary on his own ground. We now and then come across cases in which plaintiff's own *kacha* books furnish a complete or partial answer to his claim; and such books many a time form an important element in cases involving questions of fraud, misrepresentation, undue influence, &c. Under the proposed legislation the plaintiff or defendant, as the case may be, can easily shut out such evidence by keeping one set of accounts—a fuller and truer one for his own private use and another a registered and formal one—for production in Court, taking care to post in the latter such items only as he may think fit, or by not keeping the latter set at all.

There is also a large body of accounts not primarily or generally intended for use or production in Courts, *viz.*, private accounts of persons who are engaged in other pursuits of life than money-lending or trade, such as landlords, Government officials, professional men, &c. In their case it will not perhaps be worth their while to keep registered account books; still their accounts often furnish very material evidence in a pending litigation either between them and others, or between strangers.

Under our present system of administration of justice, written evidence commands, and rightly so, very great probative value; it therefore behoves that legislation of such far-reaching consequences in the direction of shutting out evidence as inadmissible should be undertaken with the greatest caution and circumspection.

To my humble mind, the object contemplated by the letter under reference can equally effectively be attained by enacting (if recourse is to be had to legislation) that a party will not be permitted to rely on entries in his account books unless the book is a duly registered one. This will, besides making the book perfectly admissible in evidence, permit of its use being made for collateral purposes, or by the opposite party, or in the litigation between strangers. The registration work may well be entrusted to the Postal Department, as branch or subordinate post offices are within easy reach of even small and out-of-the-way villages and as postal officials have to do much sealing and stamping work daily.

For the present the proposed system is a new thing altogether unknown in India and not in vogue in England too, a country from which, mainly, our laws are copied or adapted. To me the safer course seems to be to reserve legislation for some future occasion and in the meantime in order to habituate the people, the profession, and the Courts to registered account books to pass an executive order authorizing some named Department or Departments or certain officials to register in a prescribed way, account books that may be offered for the purpose, at some nominal cost. The experience thus gained will, besides disclosing if any modifications and changes are required to suit the Austrian system to our Indian requirements, accentuate to the people the importance and value of keeping registered account books. Then only will, I respectfully venture to think, the matter be ripe for legislation.

Letter from M. H. W. Hayward, Esq , I.C.S., District Judge, Karachi, to the Chief Secretary to Government, Judicial Department, Bombay, No. 2532, dated the 8th October 1903 :—

With reference to Government Resolution No. 5088, dated 23rd September 1903, I have the honour to state that the proposal of the Acting Chief Judge, Presidency Small Causes Court, Bombay, in my opinion deserves the serious consideration of Government. Native account books, undoubtedly, do lend themselves to the frauds he has indicated. The books of the smaller dealers of the District seldom travel beyond the Courts of the Subordinate Judges, but so far as my experience goes, they do largely merit the severe criticisms passed on them by Mr. Mountford in his pamphlet submitted to Government while he was Manager of Encumbered Estates in Sind. The books of the larger dealers such as the Native merchants of

Karachi have appeared to me generally reliable, though any additional checks against possible fraud would be welcomed. There would not, in my opinion, be any hardship in insisting on all merchants who keep their accounts in Native account books having them registered in the offices of the Collectors or Mukhtyarkars, but it is for Government to consider how far registration should be compulsory on merchants, Native or European, who keep their accounts in regularly bound and paged books of European pattern or manufacture.

2. With regard to the form of the proposed legislation, I would suggest that the Act should declare unregistered books not to be "books of account" within the meaning of Section 34, Indian Evidence Act, and not declare them not to be "regularly kept in the course of business." Registration could not secure their being "regularly kept in the course of business." That is a further matter which every Court must be left free to consider before admitting the books in evidence, and a matter which the Subordinate Courts not infrequently appear to overlook. There may be some trouble in fixing the date from which the Act should come into force, as there are several different months from which Native merchants in this District commence their year. If, however, time is given for all the current years to expire, entries made in unregistered books after the date so fixed could then without hardship be declared not to be entries in an "account book within the meaning of Section 34, Indian Evidence Act."

Letter from the Chairman of the Committee of the Chamber of Commerce, Bombay, to the Acting Under Secretary to Government, Judicial Department, Bombay, dated the 9th October 1903 :—

Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 5090, dated the 23rd September, covering copy of a letter addressed to Government by the Acting Chief Judge, Presidency Small Causes Court, Bombay, on the subject of a proposal to require the registration of all books of account throughout the Presidency, and inviting an expression of the Chamber's opinion on this proposal.

2. I am to say that, two years ago, the Committee had some correspondence with the Official Assignee of the Bombay High Court on the subject of Insolvency Procedure in this City, and that their

letter to that official, dated the 18th July 1901, contained the following as one of their recommendations :—

"(c). That only such books should be recognised for the purposes of your Department as have been registered, paged and stamped for a very small fee by a Government Office appointed to that effect (as is done on the Continent of Europe) and filed in your office intact. It should also be insisted upon that the cash book at least should be found to have been booked up to date."

3. From the connection in which it was written, it will be understood that this recommendation had reference more especially to Native books of account, which from their form and the common irregularity with which they are kept are, as set forth in the third paragraph of the letter of the Acting Chief Judge of the Small Causes Court, peculiarly liable to be tampered with. The Committee remain of opinion that such compulsory registration of books of this type is desirable, and would do much to arrest the abuses for which they at present offer facilities. They notice, however, that the Acting Chief Judge recommends that the same regulation should be applied not to *Chopdas* alone but also to bound books, which it is very much more difficult to "doctor" successfully. So far as the Committee can see no useful purpose would be served by requiring the registration of books of the regular bound form, which form in itself gives a very substantial measure of security against fraud.

Letter from S. L. Batchelor, Esq., I.C.S., District Judge, Ahmedabad, to the Chief Secretary to Government, Judicial Department, Bombay, No. 1737, dated the 12th October 1903 :—

In compliance with the orders contained in Government Resolution (Judicial Department), No. 5088, dated 23rd September 1903, I have the honour to report that, in my opinion, the scheme suggested by Mr. Patell for the compulsory registration of books of account may be tried with advantage, though I am not sanguine that it will prevent all kinds of fraud so completely as appears to be hoped. It will still be possible, for instance, to preserve blank spaces at the end of pages, which spaces may subsequently be used for the insertion of false entries to save limitation or for other purposes. I think, therefore, that if the scheme is adopted, Government would do well to make it clearly understood that even these registered books are merely admissible in evidence for what thay may be

worth and are not conclusive or even presumptive proof of their contents ; otherwise I fear that the existence of the Government seal may by some Courts be misunderstood as a kind of warranty of authenticity.

2. It will be necessary also to provide so far as possible against the forging of the seal, which ordinarily would not be a difficult matter and against the duplication of the string used. One safeguard will be to require every seal to bear the date upon its face and to impose upon the registering office the duty of keeping a full record of the number of books issued to each individual and of the date of the issue. Even then I confess I do not see what is to prevent a money-lender from registering two or three books more than he lawfully needs, and from turning these books to purposes of fraud ; but this risk is not perhaps great enough to invalidate the scheme.

3. The proposal will, I think, go some way in the direction desired and on that ground may be tried ; but, looking to the opportunities for fraud upon the peasantry and to the natural gift and inclination for fraud which characterise many money-lenders, I must admit that I myself can see no means of abolishing these forgeries short of dealing with account books as you deal with currency notes, and that, I suppose, is out of the question. I am respectfully of opinion that the best protection should lie in the knowledge and experience of our Courts, though these are somewhat hampered by the English lawyer's idea that evidence which cannot be shown in words to be unsatisfactory must needs possess some weight. It may, however, be hoped that this idea will gradually give way to principles more in accord with the realities of the situation, for in most cases it should suffice for an officer to say that, after examining the account books, he finds that they add nothing to the mere assertion that a debt is due.

4. If the scheme is adopted, Government may perhaps consider it advisable to exempt, on grounds of convenience, large European banks in the Presidency Town.

Letter from G. Jacob, Esq., I.C.S., Judicial Commissioner in Sind, to the Chief Secretary to Government, Judicial Department, Bombay, No. 3243, dated the 10th November 1903 :—

In submitting this report on the proposal formulated in the preamble to Government Resolution, No. 5088, Judicial Department,

dated 23rd September, for compulsory registration of account books, I have the honour to express my regret for the delay which has been due to waiting for replies from references on the subject to the District Judges, no reply from the District Judge, Hyderabad, having even now been received.

2. In my opinion there is no necessity for requiring the registration of books of account kept in regularly bound and paged books of the ordinary European pattern, whether by European or Native merchants.

3. The ordinary Native account book kept in the form described by the Acting Chief Judge of the Presidency Small Causes Court, Bombay, does undoubtedly lend itself to opportunities for fraudulent manipulation, and respectable merchants and traders, who find it convenient to continue to use books of that character, would probably welcome the means of freeing their books from the general suspicion to which the evil practices of unscrupulous dealers have tended to expose them.

4. The method of registration explained in paragraph 8 of the Chief Judge's letter is simple and effective, and I see no objection to its adoption. I am of opinion that Section 34 of the Evidence Act should then be amended by the addition of an explanation providing that books of account of the Native pattern, not so registered, are not "books of account" within the meaning of the section or defining affirmatively what are books of account. The question whether the accounts have been regularly kept in the course of business is a further question quite independent of the pattern of book used.

5. The operation of the amendment must not, however, be allowed to be retrospective, though the option of registering books already commenced to be used might, subject to proper conditions, be allowed, the date of such registration being endorsed on them and stamps being impressed on pages already in use.

Memorandum from the Commissioner in Sind, No. 3117, dated the 20th November 1903 :—

Forwarded with compliments.

Letter from the Secretary, Karachi Chamber of Commerce, to the Under Secretary to Government, Judicial Department, Bombay, No. 480, dated the 25th November 1903 :—

I have the honour to acknowledge receipt of your letter No. 5091 of 23rd September 1903, forwarding copy of a letter from the Acting Chief Judge, Presidency Small Causes Court, submitting a proposal for the compulsory registration of all books of account used throughout the Bombay Presidency, and requesting the opinion of the Chamber in the matter.

I am directed to state in reply that the Chamber is in favour of the proposal for the compulsory registration of books of account throughout the Bombay Presidency.

Memorandum from A. Cumine, Esq., I.C.S., Commissioner in Sind, No. 3173, dated the 1st December 1903 :—

The Commissioner in Sind presents compliments, and, with reference to Government Resolution, No. 5088, dated 23rd September 1903, is of opinion that the insisting on books of account being bound by Government (with the cord sealed with a lead seal as wax, would not stand the rough usage the books will get) and their pages being numbered by Government does not go far enough. In view of the case with which seals can be counterfeited, the Commissioner agrees with Mr. Baker, Deputy Commissioner, Upper Sind Frontier, that each page should be stamped with Government stamp besides being numbered. He also agrees with Mr. Mountford (*vide* page 47 of his pamphlet) and with Mr. Cadell that the books should be supplied by Government and not by the money-lenders themselves.

Further, adopting a suggestion of Mr. Cadell, the Collector of Sukkur, the Commissioner considers that the pages should be all water-marked ; and he further considers that in order to prevent a man buying a spare book and taking pages out of it to put into another, no two books should have their pages water-marked alike. For the convenience of money-lenders Government might, as Mr. Cadell suggests, supply the books in different sizes.

As no interference is called for in the case of respectable merchants in the large towns it would be necessary to define the class of suitor whose books will not be accepted (under Section 34 of the Evidence Act) as relevant unless they are of the above kind.

Letter from R. D. Sethna, Esq., Registrar, High Court, Appellate Side, Bombay, to the Chief Secretary to Government, Judicial Department, Bombay, No. 1892, dated the 3rd December 1903 :—

I am directed by the Honourable the Chief Justice and Judges to acknowledge the receipt of your letter No. 5089, dated the 23rd September 1903, forwarding copy of a letter, dated the 23rd July 1903, from Mr. Rustomji Merwanji Patell, Acting Chief Judge, Presidency Small Causes Court, Bombay, submitting a proposal for the compulsory registration of all books of account used throughout the Bombay Presidency, and requesting that their Lordships may be moved to favour Government with their opinion on the proposal.

2. In reply, I am to forward herewith copy of the minutes recorded by the Honourable the Chief Justice and the Honourable Messrs. Justices Tyabji, Russell, Chandavarkar and Batty, and to say that the other Honourable Judges have recorded no minutes on the proposal.

Minutes recorded by the Honourable the Chief Justice and the Honourable Messrs. Justices Tyabji, Russell, Chandavarkar and Batty on the proposal for the compulsory registration of all books of account used throughout the Bombay Presidency.

Minute recorded by the Honourable the Chief Justice, dated the 23rd November 1903 :—

Mr. R. M. Patell's proposal is for the compulsory registration of all books of account used throughout the Bombay Presidency. It would in my opinion be most undesirable that there should be legislation of this class limited to this Presidency : this is a point on which the same law should (in my opinion) prevail over the whole of India.

But is legislation of this class affecting the whole of India expedient ? I think not.

The prosposal is not a novel one : I have myself before now had occasion to discuss it, and the conclusion to which I have come is that though at first sight it appears to possess some merit, the balance of convenience is against its adoption.

It is to be noted that in making relevant entries in books of account regularly kept in the course of business, Section 34 of

the Evidence Act has departed from the general rule of English Law and this departure was on grounds well considered and (as I think) justified by the result.

Mr. Patell bases his suggestion on the Austrian practice, but I do not know the terms of the Austrian Law that deals with the subject nor does Mr. Patell cite the provisions of that Law.

I, however, am familiar with the provisions of the French Code of Commerce on the subject, and, if the Austrian Code in any way corresponds with it, a mere provision for compulsory registration would fall very far short of reproducing here the provisions of the Austrian Law, for in the French Code the whole question of a trader's book is elaborately dealt with.

Mr. Patell has been moved to submit his proposal by his observation of the methods of Marwadi money-lenders, grain-dealers and other petty dealers. But the proposed change would apply to all who keep accounts, the leading European and Native merchants and traders as well as the suspected classes, and I think no sufficient ground has been established for legislation of this retrogressive character which would affect the whole community. The remedy for the evil is to be found in the greater caution that should be exercised by Judges when invited to place credit on account books which readily lend themselves to improper manipulation and afford ground for suspicion.

Minute recorded by the Honourable Mr. Justice Tyabji, dated the 6th October 1903:—

I think the suggestion is useful though the difficulties in the way of efficient legislation are very great. On the whole I would recommend the passing of an Act on the lines suggested by Mr. Patell.

Minute recorded by the Honourable Mr. Justice Russell, dated the 24th November 1903:—

I entirely agree with the learned Chief Justice's minute. I consider the proposal would, as regards Native books of account, be unworkable. As regards European firms' books it would not be tolerated for a moment. It would be as desirable to insist on all wills being registered because a few wills are forged, as to pass a measure like the present suggested one.

Minute recorded by the Honourable Mr. Justice Chandavarkar, dated the 16th October 1903:—

I am of opinion that the proposal that all account books, called *Chopdas*, should be registered is not likely to prove an effective remedy for the evil complained of. Where new pages with false entries are inserted in the *Chopda*, it is not difficult to detect the fraud. What is more difficult to detect is the skilful manner in which the entries are manipulated and false accounts kept. Registration can hardly be a remedy for that.

Minute recorded by the Honourable Mr. Justice Batty, dated the 17th October 1903 :—

Registration might not be a remedy for everything, but I think it would do some good and could do no harm.

Letter from G. Jacob, Esq., I.C.S., Judicial Commissioner in Sind, to the Chief Secretary to Government, Judicial Department, Bombay, No. 3318, dated the 14th November 1903:—

I have the honour to forward the accompanying copy of a letter from the First Class Subordinate Judge, Hyderabad, in continuation of this office letter No. 3243, dated 10th instant, as some of the suggestions therein contained appear to me to be deserving of consideration.

Letter from A. A. Hussanally, Esq., First Class Subordinate Judge, Hyderabad, to the District Judge, Hyderabad, No. 269, dated the 9th October 1903:—

With reference to your endorsement No. 1418, dated 6th October 1903, I have the honour to report that the proposal of the compulsory registration of all account books and the amendment of Section 34 of the Indian Evidence Act are, I think, steps in the right direction and will prevent a great many frauds by money-lenders in the Book-keeping. I should think that all post accounts should be similarly registered and a time be given to all the creditors to have all the post accounts registered, and, if not so registered, no accounts should be received in evidence. I should think that all the pages of the account books be sealed by the Registrar in addition to the process mentioned in paragraph 8 of the Resolution (letter ?),

because it is just likely that the string passing through the whole book and sealed at one end, may give way and render the whole account suspicious and inadmissible.

The work of registration of these account books can with facility be entrusted to the Sub-Registrars of Assurances. It would be impracticable to entrust it to the Superintendent of Stamps, as there is no such appointment in the province.

I should think, however, there will be some practicable difficulties to overcome in the working of the proposed rules. I presume that these rules will apply only to professional money-lenders. They cannot apply to persons who are not professional money-lenders. For instance, if a person accommodates another with a loan or makes an advance not strictly in the nature of a loan, the memorandum or account book of such a person cannot require such a registration and a provision to this effect will be necessary to distinguish such transactions.

There are very few men here who are money-lenders only and have no other occupation or pursuit. Most of the Banias who resort to this Court have double or treble occupations. A Bania suing is generally a zamindar, a money-lender, a shopkeeper, &c.

His advances are cash, provision, grain items, &c.

The rules will have therefore to be made very clear to show to what class of people or what transactions they do actually apply, to necessitate the registration of the accounts.

Memorandum from the Commissioner in Sind, No. 3166, dated the 28th November 1903 :—

Forwarded to Government in continuation of this office No. 3117, dated the 20th November 1903.

Letter from E. Lawrence, Esq., I.C.S., Acting Commissioner, N. D., to the Chief Secretary to Government, Judicial Department, Bombay, No. 4970, dated the 10th December 1903 :—

I have the honour to acknowledge the receipt of Government Resolution No. 5088 of the 23rd September, calling for an expression of opinion on Mr. Patell's proposal to make the registration of account books compulsory.

2. It would have been interesting and helpful to possess some information of the methods adopted in Austria, of the reason for the legislation and the success attending it. Possibly it was simply introduced with a view to revenue, and in any case it is hard to imagine that conditions in that country in any way approximate those which exist here.

3. Of the Collectors in this Division three, those of Thana, Ahmedabad and Panch Mahals, support the proposal though Mr. Wood points out some practical difficulties in the way of carrying it, such as the difficulty of preventing the forgery of seals, and the rush of work which might be expected at such times as just before the Diwali. Mr. Brown and Mr. Hudson are sceptical as to its practicability, while Mr. Logan, a copy of whose letter I enclose, thinks it open to serious objection.

4. My own opinion is that the advantages of the scheme are overrated, and that there is not sufficient justification for the interference of Government in a matter which must seriously affect the trading community of all classes, for I do not suppose it is under contemplation to legislate for any special class.

5. In the first place I do not believe that the scheme would materially lessen the chances of the production of false accounts. The ingenuity of the dishonest money-lender is not easily exhausted and he would soon find means of falsifying and manipulating accounts without the opportunity of changing pages in his account book. Moreover, it would in this country perhaps be impossible to enforce universal registration, and unless it were enforced the number of unregistered account books would remain large.

6. To enforce universal registration, in a country like India, apart from the opposition it would meet with on the part of the majority of traders, would at once open a wide door to corruption and misuse of their power on the part of those officials to whom the duty would have to be entrusted up-country if not in Bombay. There is nothing more harassing to an honest business man than to have to submit to the delays imposed on him by, or satisfy the greed of, subordinates entrusted with duties of such a nature as that of the registration of books or documents in any form. To justify the imposition of any such harassing restriction on trade it must be shown beyond a shadow of reasonable doubt that a real public benefit will ensue, and in the

present case I am very doubtful if the registration of account books would to any appreciable degree lessen the chance of the manipulation of accounts on the part of that section of the community who mostly resort to it.

Letter from A. C. Logan, Esq., I.C.S., Collector of Broach, to the Commissioner, N. D., No. 3871, dated the 30th November 1903 :—

In reply to your No. 4196, dated the 15th ultimo, I have the honour to report that Mr. R. M. Patell's proposal appears open to three objections—

(1) It is hardly practicable. The whole mercantile community, honest as well as dishonest, would resent the law for the trouble it would put upon them, and in the Mofussil at any rate books would seldom be registered. The legislature would hardly venture to declare that no unregistered book should be admitted in evidence at all; and unless this were done the unregistered books would continue to be received and treated on their merits (as at present) by the Courts.

(2) It only closes, or attempts to close, one door against fraud, leaving half a dozen commoner forms of fraud than substituted pages untouched.

(3) It would not be a perfectly effective remedy even against the one fraud. Mr. Patell's silk string would sometimes be broken and skilfully mended again, or his lead seal would be unsoldered and resoldered. Moreover, the string would sometimes break by accident or be eaten by white ants. Thus the device while sometimes failing to secure its object, would at other times bring undeserved suspicion on honest cases. If any experiment is tried it should be confined in the first instance to the Presidency towns and should go no further than insisting on printed numbers being stamped on all pages.

Letter from Krishnalal M. Jhaveri, Esq., M.A., LL.B., Joint Honorary Secretary to the Pleaders' Association of Western India, to the Under Secretary to Government, Judicial Department, Bombay, dated the 14th December 1903 :—

I have the honour in reply to your letter No. 5093, dated the 23rd September 1903, to state as under:—

The measure proposed has for its object the prevention of frauds in books of account and the first step therefore is to consider in what ways false entries are usually made. They may be made by—

(1) interlineations;

(2) erasing an old entry and substituting a new one;

(3) filling in blank spaces purposely left;

(4) removing pages and inserting new ones;

(5) keeping more than one set of books.

The fourth kind of fraud generally and the fifth partially would certainly receive a wholesome check by the proposed measure. Fraudulent insolvents often prepare new sets of books and use them before the Insolvency Court. Marwadi money-lenders and grain-dealers do occasionally resort to this dishonest practice of making false entries by the insertion of new pages and removal of old ones; but such dishonest means are not adopted invariably by all classes of merchants; they are mostly confined to the ordinary Marwadi money-lending class and grain-dealers of low social status.

Now if a statistical table of cases is made, the number of cases in which fraudulent entries are made by removal or insertion of pages would be the lowest, and the majority of such cases (out of this small number) are liable to be detected by the clumsiness of the operation and the necessarily disorderly appearance of the book, as also from the want of requisite corroboration or the weakness of the corroborative evidence. Eliminating the cases in which such frauds are comparatively easily detected, the remaining cases in which an extremely clever manipulation would allow the fraud to be successful would be few in number, and they would get rarer still and the evil would be considerably reduced by sending cases of such detected fraud before a Criminal Court, which at present is not very frequently done.

The machinery proposed however to check this fraudulent practice is entirely new to this country and is somewhat complicated. There may be various objections to its introduction on the part of native merchants, considering their ways of worshipping books of account before they are opened. Under all such circumstances it will be a

question to consider whether the benefit which would accrue would be commensurate with all the trouble and expense.

Thus, while the proposed measure can only aim at attempting to prevent a kind of fraud in account books only occasionally met with, it would apparently require even a household book of account to be registered, and if one, acting however honestly, failed to get his book registered, he would be prevented from relying on it when occasion would require him to do so.

The greatest number of frauds is perpetrated by keeping different sets of books, by interlineations, and by filling in blank spaces. A money-lender or a merchant with a dishonest turn of mind has only got to keep a sufficient number of registered books of account or to leave blank spaces in his books and he would easily go on making false entries with as little chance of detection as at present. The measure proposed cannot prevent these frauds which can be included in the first three and the fifth kind, and if they are cleverly perpetrated there would be the same difficulty in their detection irrespective of the facts whether the account books are English-bound or are "chopdas" and whether they are registered or not. Further, the present system of account-keeping in different sets of books—*Kacha* and *Pakka* and *Noud* Books—is also likely in some instances to make the measure futile. At present several frauds in the *Pakka Kird* and *Khatawahi* are detected by reference to the *Kachas* or *Nonds*, &c.; so that if a merchant were to keep his *Pakki Kird* and *Khatawahi* in registered books, the *Kacha* books and *Nonds*, not being registered, would be inadmissible and thus prevent the detection of false entries.

As far as the Mofussil is concerned the evil does not seem to be as prevalent as is alleged to be the case in Bombay with its Marwadi money-lenders and petty grain-dealers. Besides the working of the scheme seems to be physically impossible and the amount of inconvenience it would give rise to can only be faintly guessed by considering that within a week or so of the Kali Chaudash day (the 14th day of Ashwin Vad), when the merchants and non-merchants of India worship their books, the proposed Registration Office in every part of the country from the largest city to the smallest village would be inundated with millions of such books waiting to be

registered. How is the office to cope with this business? To lighten it, Government would have to rule that the books should be presented for the purpose months ago; but then the merchants purchase and arrange to have them bound only towards the end of the year. There are many other inconveniences also; but they are not set out in this letter, because so far as the Mofussil is concerned, it appears that no case is made out for such a proposal to be adopted.

The Association is therefore of opinion that while the introduction of the contemplated measure would only go towards the prevention of a kind of fraud which after all is not frequently met with in practice, and is generally detected without much difficulty, the passing of the measure is calculated in their opinion to cause a great deal of inconvenience, expense and mischief, and so far as the interests of justice are concerned, the Association think that the provisions of Section 34 of the Evidence Act, which make these self-serving entries only relevant but cannot by themselves charge any person with liability, are amply sufficient to safeguard such interests.

Considering all the circumstances it is submitted that the measure proposed is not urgently required. If however some such system be introduced, it will give ample protection against the fourth kind and some only against the fifth kind of fraud though both cannot be said to be extensively prevalent and can even now be conveniently checked by prosecutions before Criminal Courts.

Letter from J. J. Heaton, Esq., I.C.S., District Judge, Nasik, to the Chief Secretary to Government, Judicial Department, Bombay, No. 28, dated the 9th January 1904 :—

I have the honour to furnish the report called for in the Resolution of Government, No. 5088 of 23rd September 1903, on the subject of the registration of Native account books.

2. The matter was brought before the Conference of Subordinate Judges and Pleaders of this District presided over by the District Judge on the 4th and 5th of the present month. The opinion there expressed was almost unanimously against the proposed registration. As regards the probable results of the proposal, if given effect to, the opinion of Subordinate Judges and Pleaders, is of value ; and the

approach to unanimity against the proposal is significant. It is a reasoned opinion as will appear from the joint letter of Messrs. Kavishwar and Taleyarkhan, a copy of which is sent with this letter.

3. My own opinion on the matter is as follows :—

The result which it is hoped will be secured by the proposed registration of account books, is the protection of debtors against dishonest creditors. Will this result ensue? If I thought it would, my advocacy in favour of the proposal would be strong, for in my opinion the great defect of our administration of Civil Justice, is that the Courts do give a considerable and unfair advantage to the creditors. It is clearly a profound belief in the same fact which underlies the proposal made by Mr. Patell. But my belief is that the registration of account books far from benefiting the debtor would be found to give to the creditor a greater advantage than that which he already possesses.

4. There are two kinds of fraud which would be attacked by registration :—(1) inserting entries in pages already written up ; and (2) removing one or more pages bodily and inserting others. The first kind of fraud is only possible where a page is not completely filled, and where the debit and credit entries are not totalled. If this be the case, then the account book is of very little probative force, and the existing rules and practice of evidence are a sufficient weapon against fraud of this kind. To meet this class of frauds registration is not essential. Still less is it essential to meet the case of the insertion of whole pages. A close scrutiny of the book will generally disclose suspicious signs, especially in a comparison of the edges of the pages ; and where the necessity for this kind of fraud has arisen, there is usually a contest which produces evidence also tainted by suspicious circumstances. I venture to say that where a fraud of either kind exists, a careful and close scrutiny of the evidence will very seldom fail to disclose circumstances so suspicious as to prevent the success of the fraud. No doubt it would be a good thing to prevent frauds, even of a kind which close scrutiny will in the great majority of cases bring to light, for the truth is that in the trial of Small Cause Court cases and of regular suits in which the defendant does not appear, there is not as a rule a close inquiry. (I am speaking of the Mofussil, for I do not profess to be competent to

speak of the trial of suits in the Presidency Town.) But where the means of detecting the frauds already exists, it is important to inquire at what cost an additional means will be procured.

5. The instant that account books are registered they will acquire a probative force which at present they do not possess. Is it to be imagined that unscrupulous creditors will not adapt themselves to the means thus put into their hands of perpetrating frauds as systematic and more effective than any they now practise? The important account book for Court purposes is the daily cash book, or general day book of transactions. That is how it is commonly spoken of though it is a misnomer to call it a daily or day book, for it is not written up from day to day. The entries it contains are copied from rough notes kept in some form, and are written up at leisure. Sometimes only days, but sometimes weeks and perhaps a month or more elapses before the entries are written up in the day book. It is unnecessary to elaborate the opportunity which this system offers of fraudulent entries. The creditor has days or weeks in which to consider whether his books shall contain a record of a transaction as it actually happened, or of a transaction as it seems to him best to represent it. It hardly needs to be pointed out that the first practial effect of using registered account books, will be still greater delay in writing up the day book. Even honest traders will be more deliberate than heretofore, for the reason that corrections (and however honest a trader may be, neither he nor his karkun has the habit of writing accounts free from mistakes which when discovered have to be corrected) will attract more notice and perhaps more readily excite suspicion. The greater the deliberation, the greater the opportunity for making fraudulent entries.

6. Even now the greatest evil in connection with Native account books, is not fraudulent entries subsequently made, but the absence of accuracy, and sometimes of honesty in the entries made originally. This evil would be greatly, perhaps enormously, increased by the registration of account books.

7. I have heard it argued that registration will not give account books any greater probative force, except in the one particular, that they will be free from the suspicion of inserted pages. It may be that the strictly logical method would be to regard registration as conferring no greater additional probative force than this. But I am

persuaded that in practice it will not be so, and in this belief am supported by the greater number of Judges and Pleaders whom I have consulted. Any one conversant with the difficulties of Civil Courts knows that in the perplexing confusion of evidence, it is often an immense relief to the Judge to find any single piece of evidence which bears the apparent indications of genuineness. Nothing can demonstrate this better than Mr. Patell's report. A registered account book would unquestionably present the appearance of apparently genuine evidence. Would not a Judge, perplexed and keenly anxious to do justice, be more likely to be persuaded by such evidence than by the cold logic which would tell him that the account book was no more likely to be free from the fraud he feared, than one which was unregistered. Personally, I fear my own judgment would in the long run be affected by the speciousness of registered account books. For being registered, they would, as has been pointed out, be more carefully written, and when made the vehicles of fraud would contain fewer intrinsic indications of anything fraudulent.

8. For these reasons my opinion is strongly against the proposal that account books should be made compulsorily registrable.

Joint letter from Chunilal D. Kavishvar, Esq., First Class Subordinate Judge, and P. J. Taleyarkhan, Esq., Joint Subordindate Judge, Nasik, to the District Judge, Nasik, No. 433, dated the 26th October 1903.

As desired by you in your No. 1767 of 1903, dated the 7th instant, we have the honour to submit here below our opinion on Mr. Patell's proposal for compulsory registration of books of account.

In the first place, we think that so far as the Mofussil of this Presidency is concerned, a sufficiently strong case does not exist for the adoption of the proposal. We no doubt sometimes meet with instances of the particular kind of fraud against which the proposal is directed, but such cases are by no means so common in the Mofussil as they would seem to be in the Presidency town, nor do they, we believe, generally go undetected. The relations existing between the petty money-lenders and their clients are totally different in the Presidency town from what they are in the Mofussil. There the bulk of the borrowing class is drawn from mill-hands, day-labourers and others who periodically visit Bombay in search

of work and disappear on the approach of the rainy season, or when they have run up more debts than they can pay. The money-lenders and grain-dealers necessarily run great risks in dealing with these men, who generally live from hand to mouth and have little property in Bombay which is available to their creditors. They accordingly compensate themselves for extraordinary risks by extraordinary exactions, and it is by no means uncommon in Bombay for a money-lender or grain-dealer to make up what he has lost by one client by bringing a false claim against another. In the small towns and villages of the Mofussil, on the other hand, the borrowing classes are mostly natives of the place with some property there, and it is the money-lender or the grain-dealer who is the settler and whose peaceful continuance in the place depends very much upon his good behaviour. Every single case in which the latter obtains a manifestly false decree soon gets known over the whole place, and he dare not go on obtaining such decrees except at safe intervals. His relations with his clients are also more cordial and intimate than those of the Bombay money-lender with *his* clients, and are sometimes continued from one generation to another. In short, the magnitude which the evil complained of has assumed in the Presidency town is due in a great measure to certain conditions which obtain there but which do not obtain in the Mofussil. As to the difficulty experienced in Bombay in successfully detecting "book" frauds, it may partly be due to the comparatively greater skill of the Bombay money-lender in the matter of tampering with "books," and partly to the very summary procedure of the Presidency Small Causes Courts and the great speed at which the work of those Courts has necessarily to be carried on. At any rate, we say it with confidence that the words of Mr. Patell that "in innumerable instances fictitious claims are successfully made out and established by the production of entries said to have been made in the regular course of business" do not hold true of the Mofussil Courts.

Coming to the proposal itself, it seems to us to be of very doubtful value. It is true it will, if carried out, shut one out of several doors by which fraud can enter. This, however, does not mean that there will be a proportionate reduction in the total number of "book" frauds in future. A man who was formerly going to bed

with all the doors of his house open, but who now sleeps with one of them shut, does not by adopting this latter precaution reduce in any way the chances of his being robbed at night-time. It may be that after he is robbed, the knowledge that the thief did not at any rate enter by a particular door may prove useful to him in detecting the crime. This is about the advantage that Mr. Patell's proposal will secure. It will slightly narrow the scope of the Court's enquiry.

But while the proposal promises so little, it is on the other hand open to very serious objections :—

(1) The practice of keeping books of account is not confined to money-lenders, grain-dealers, and small and big merchants. On the contrary, persons in almost every walk of life keep some sort of accounts. But whereas money-lenders and other habitual litigants keep books of account principally for Court use, others keep them for their own private use or because it is a good business habit to keep accounts. These latter persons belong to all grades of society, from the highest to the lowest. Their accounts often prove valuable evidence for the very reason that they are not primarily intended for Court use. The money-lenders and other habitual litigants will get their books of account registered readily enough, and the honest merchant will have to do so also. But will the others do so? Will a clergyman, for instance, get his books of account registered? The answer is no. Will a Government official, whether high or low, get his books registered? The answer again is no. And what will be the result? The result will be that almost every day in some Court or other, valuable evidence will be shut out, and injustice instead of justice will be administered. The tendency of modern decisions is to admit, as far as rules of evidence will allow, every piece of evidence, that has any bearing on the questions at issue, leaving it to the Court to determine what weight, if any, should be attached to the same. The proposal in question, in so far as it will have the effect of arbitrarily shutting out valuable evidence, is directly opposed to the principle of these decisions, and is distinctly a retrograde step. Even if there were no other objection to the proposal, this one alone is in our opinion quite sufficient to put it out of Court.

(2) The registration of books of account will, we fear, have the effect of artificially raising their evidentiary value, and will mislead some Courts into attaching even more weight to books of account

than they do now. This cannot but lead to disastrous results, for there may be nothing suspicious about a book of account and yet every entry therein may be wholly fictitious. At present there are a few Judges who being convinced by experience that it is generally unsafe to rely upon "Native-bound" books of account refuse to attach any weight to them, while there are others who rely upon them only as corroborative evidence. These Judges will no longer be able to exercise their discretion unfettered when the books they have to deal with come to bear the Government hall-mark of reliability. Taking the first and second objections together, it will be seen that while on the one hand the proposal will have the effect of shutting out valuable evidence, it will on the other hand artificially enhance the value of that which is often worthless.

(3) The practice of tampering with books of account by removal of old and insertion of new pages, though perhaps more common than any other, is at the same time also more easy of detection. When this mode of tampering with "books" is made impossible, dishonest persons will be driven to more troublesome, but at the same time much safer and far less easily detectable methods, such as that of keeping several sets of books, writing up a whole book for the purposes of a single case, making fictitious entries for future use, &c. Even supposing that a register is kept of the number of books issued to each person, still no efficient safeguard can be devised by which a man can be prevented from keeping several sets of books. He might get one set of books registered at Ghoti (for instance), another at Igatpuri, and a third at Nasik.

(4) The proposal penalizes all books of account when admittedly the only objectionable ones are the "Native-bound" books. A sweeping proposal of this kind, which cannot differentiate between the guilty and the innocent but must embrace within its scope all indiscriminately, must be supported by a strong justifying necessity. Such a necessity does not exist in the present case at any rate so far as the Mofussil is concerned.

(5) Some of the *Chopdas* that Native merchants use are very bulky, and in their case, the silk string and the seal, the badges of respectability, will be very liable to break by accident, or by constant handling of the books (in some cases for a number of years), or from several other causes. In that case, however reliable the books might be, they would necessarily be looked upon with

suspicion and yet, on the above hypothesis, the suspicion would be wholly undeserved and might lead to injustice. Even if a wire and a lead seal are used, the risk of breaking will not cease altogether.

(6) The very doubtful gain that the proposal promises is not worth the inconvenience and expense involved in it. The inconvenience and incidental expenses will be much greater in the Mofussil than in Bombay as the Registry Offices in the Mofussil will be located in a few central places only. It is no small objection to the proposal that it will, if carried out, cause much unnecessary annoyance and inconvenience to a large number of perfectly honest people.

On the whole, we are of opinion that the proposal, if carried out, is likely to do little good, while it is certain to do much harm.

Letter from R. M. KENNEDY, Esq., I.C.S., Commissioner, S. D., to the Secretary to Government, Judicial Department, Bombay, No. 186, dated the 15th January 1904.

I have the honour to report in compliance with Government Resolution No. 5088 of 23rd September 1903.

2. I am not prepared to offer any opinion as to the City of Bombay for which exceptional measures may be necessary.

3. But I am altogether against Mr. Patell's proposals as far as the Mofussil is concerned.

4. My reasons are—

(*a*) It will entail much trouble and expense to traders out of proportion to the good effected.

(*b*) It will not prevent fraud—(*i*) there are plenty of other ways of defrauding debtors besides adding and substracting pages ; (*ii*) it will necessitate a large additional establishment, and it is possible that some of these men might be got at.

(*c*) It will check commerce, and possibly hinder the practice of saving. I have known many cases of patels and cultivators in Gujarat who have lent small sums to their neighbours. They only keep the bonds and possibly a rough note book as well; but with the proposed compulsory registration they would be choked off, and either

would not save or would bury their money. If such men could be induced to put their money in the saving bank, or in an agricultural bank, no harm would be done, but at present they have sometimes an unreasoning distrust of the saving banks, and agricultural banks have not yet been tried. Again, petty shopkeepers—grocers in small villages—would be much hampered by the proposed legislation ; they often do not know how to keep accounts, and their transactions are entered in a day-book only which is not written up to date.

5. At the outside I would suggest that the proposed registration should in the Mofussil be permissive only, not compulsory. Properly bound and registered books might be made available in Bombay, which big firms in the Mofussil might be expected to procure if they wanted their accounts to be irreproachable. But it is not the big firms which are likely to harass their debtors in the Mofussil.

6. I append a précis of opinions of officers in this Division.

Précis.

Mr. K. N. Bhangaonkar, Huzur Deputy Collector, Bijapur.

It does not appear desirable to extend Mr. Patell's proposal to most districts in the Mofussil where transactions are based upon bonds or other documents and where suits based on accounts only are very rare. Merchants and business men, moreover, can ill bear the expense of the registration and purchase of bound books.

Mr. K. R. Bomanji, Collector, Bijapur.

Mr. Bomanji concurs with Mr. Bhangaonkar as regards Bijapur District, but suggests that the proposal should be tried in a few selected places. The proposal would also prevent dishonest traders from keeping different sets of books to deceive Income Tax Collectors.

Mr. R. C. Artal, District Deputy Collector, Belgaum.

Mr. Patell's suggestion is an improvement in the right direction. The method of sealing is, however, not good as the constant handling of the books would very soon break the seal or disfigure it and give room for suspicion. Bound books may be supplied at cost price instead. This would, however, only put a stop to the practice of inserting new pages with false entries. The proposed legislation should,

therefore, also provide safeguards against attempts at making false entries in the accounts without removing or inserting pages. The present method of keeping accounts is very unsatisfactory as totals of daily transactions are not shown and balances are not struck even monthly. This facilitates alteration of entries at will. The manner in which accounts are to be written should, therefore, be legally prescribed. As regards the registration work, Mr. Artal says that there should not be much to do for the registering officer or his establishment. There should be a uniform rate of fees. Government having made a law that books of account kept in regular course of business are relevant and admissible in evidence should also regulate the manner and form in which they are to be kept.

Mr. E. Lawrence, Collector, Belgaum.

The registration of all account books may be possible without serious delay and trouble to the individual business man in an European country where business habits are widespread and where the individual is self-reliant and public opinion strong, but Mr. Lawrence is not confident of the success of a similar system in the Mofussil, and he cannot but contemplate the grave delays and even more serious evils that may attend the compulsory registration of account books in a district like Belgaum.

Mr. G. D. Panse, Collector, Kanara.

Mr. Patell's suggestion is very judicious. It will also assist the income-tax assessments materially. If entries in accounts are admitted as sufficient evidence, it is necessary to see that all precautions are taken to ensure their regularity and prevent them from being tampered with. The method suggested is, however, of doubtful utility. The books of account to be accepted as evidence may more conveniently be of a standard type, which may be kept for sale at all sub-treasuries for cost price.

An alternative method which Mr. Panse considers to be the most suitable will be that each page of the book that will be produced by the traders should be sealed with a special seal, numbered and certified at the end by a Government official as in the case of account books in the taluka.

Mr. V. D. Yennemadi, District Deputy Collector, Dharwar.

Mr. Patell's proposal seems at first sight simple and easy, but if it be carefully considered, it will seem to be one likely to entail serious and numerous difficulties on the people.

In this district suits based on account books are few. They are generally based on bonds regularly drawn up, signed and attested. If account books are made use of in a Court of Law, the object is only to support the statements made in the bond sued on. Account books are maintained not only by bankers and moneylenders, but also by persons following professions too numerous to describe. All shopkeepers, petty and large, keep account books of articles sold on credit and the amount due is generally paid in a month or so and the accounts are cleared. Similarly, all persons who have any kind of business to manage keep accounts, and if they fail to recover the amount due to them according to their expectation, they take care to secure the payment by obtaining bonds from persons from whom the money is due. There are in the Mofussil very few persons who depend entirely on the entries in their account books. There may be cases of an attempt to remove old pages and to insert new ones, but such cases cannot but be rare and even in cases in which such an attempt is made, it cannot be a matter of serious difficulty to detect the fraud. Although it may not always be possible to expose the fraud, it will in many cases be possible to suspect it, and the suspicion which the Judges will see reason to entertain will make the attempted fraud fruitless. In these circumstances, Mr. Yennemadi sees no necessity for a drastic measure like the compulsory registration of all accounts in this district. The circumstances of other districts are more or less similar to those of this district.

It is proposed that the registration of account books should be entrusted to the Superintendent of Stamps, Bombay. If compulsory registration be insisted on, it can better be imagained than described what amount of trouble and expense thousands of people of business in the Mofussil will have to undergo to get their account books registered in Bombay. The trouble and expense will surely be out of all proportion to the advantage which may be expected.

Mr. Patell points out that his suggestion, if carried out, will effectually put a stop to the dishonest practice of making false and fictitious entries. The removal of old pages and insertion of new ones are not the only method by which false and fictitious entries can be made. If, for instance, a shopkeeper wants to deceive his ignorant and illiterate customers, he can enter in his registered

books higher price than what has been agreed upon at the time when the purchase is made. He can also enter articles not purchased. A moneylender may similarly practise deception on debtors. Mr. Yennemadi is therefore of opinion that Mr. Patell's suggestion is not likely to put an effective check on false and fictitious entries. It is to be remembered that the number of account books to be registered will be so tremendously large that a very large establishment of lowly-paid officials will have to be entertained in the office of the Superintendent of Stamps, Bombay. It will be impossible for the Superintendent or his Assistant personally to supervise the work of the establishment. If it is so, dishonest persons may not find it difficult to secure the help of some petty official and have the sealing of his books already registered renewed to prevent the insertion of the new pages and the removal of old ones from being suspected, and the compulsory registration may thus place, before petty officials, temptations which they are not morally strong enough to resist. English-bound books may be a better safeguard against the practice complained of, but the cost will be prohibitive.

Mr. Yennemadi is of opinion that the compulsory registration of account books suggested by Mr. Patell is neither desirable nor necessary, so far as the Mofussil is considered. Perhaps it may be useful in the City of Bombay where people depend more on account books than on bonds.

Mr. Gibb says, in forwarding Mr. Yennemadi's report, that were the registration in the Mofussil entrusted to Revenue Officers under the Collector, the real work would be done by low-paid officials since no highly-paid officers would have the time.

Mr. M. C. Gibb, Collector, Dharwar.

Letter from C. G. H. FAWCETT, Esq., I.C.S., Acting Remembrancer of Legal Affairs, to the Secretary to Government, Judicial Department, Bombay, No. 185, dated the 20th—21st January 1904.

With reference to paragraph 1 of Government Resolution in the Judicial Department, No. 5088, dated the 23rd September 1903, relative to a proposal made by the Acting Chief Judge, Presidency Small Cause Court, Bombay, for the compulsory registration of all

books of account used throughout this Presidency, I have the honour to submit the following report :—

2. The question is one entirely of policy on which I am in no specially favourable position to form an opinion. The Government Pleaders of Poona, in the Sadar Court and in the High Court, whom I have consulted, are strongly opposed to Mr. Patell's proposals, on the ground that they would cause an amount of interference and inconvenience entirely disproportionate to the small benefit which they might possibly produce. While admitting the great desirability of preventing the falsification of accounts, I am disposed to agree with that opinion. I would also submit that the evil seems in some danger of being magnified. No doubt many account cases come into Court, and in many of these the books produced are at least doubtful: but the number of these is probably very insignificant, in view of the enormous prevalence of the credit system in this country.

3. It seems to me that the proposed registration and sealing would at the best only meet one of the many possible ways of falsifying accounts. The substitution of pages is a very clumsy method, easier of detection than most, and not frequently resorted to except among the lowest classes of moneylender and banya. The practical difficulties, too, of registering millions of books all at about the same time of year (the Saraswati and Lakshmi Pujas, about the end of Divali, 7th November, this year) seem very great. Again, while the registering, &c., would not, as I have pointed out, prevent many methods of falsification, they would undoubtedly lend the books an importance which they should not possess. The amount of trouble and inconvenience that would be entailed by the obligation to get *all* account books (even private ones) registered and sealed, is, of course, obvious.

4. I would suggest, if the proposals are not at first rejected as impracticable, that much more detailed information as to the exact practice followed in Austria is required, *e.g.*, a most vital question appears to be what additional weight is given to account books when sealed and registered in the prescribed manner.

5. A copy of Mr. Crouch's report, which puts the main objections very clearly and with which I generally agree, is attached.

Letter from H. N. CROUCH, Esq., Government Pleader in the Sadar Court of Sind, to the Legal Remembrancer, Bombay, No. 417, dated the 12th November 1903.

With reference to your No. 1860 of the 20th October, forwarding Government Resolution, Judicial Department, No. 5088, I have the honour to state as follows :—

2. I am of opinion that, though the proposal of Mr. Rustomji Merwanji Patell, if adopted, might possibly put a stop to the practice of inserting new pages and removing old ones in books of account, it would have no effect whatever on the many other practices by which ignorant debtors are defrauded, and that it would cause more irritation and expense than the possible result would justify.

3. I have discussed the proposal with native shroffs, merchants, and others, and find that, while some of them are sceptical as to the suggested precautions being sufficient to prevent an expert from substituting pages, they all agree that it would have no effect whatever in reducing the efforts of the dishonest banya to defraud the debtor.

4. My own experience is that the substitution of pages is only one of the several methods of swindling, and that it is a method to which only the clumsier banyas resort, and which is, as a matter of fact, easily detected. The fact that Mr. Rustomji Merwanji Patell can state in paragraph 4 of his letter that "it is a matter of *daily experience* in Courts that this method of book-binding leads to dishonest and corrupt book-keeping" proves how frequently the fraud is discovered.

5. Compulsory adoption of registered and sealed books would cause great dissatisfaction. Most banyas keep a large number of books, all or most of which are renewed once a year. They are necessarily comparatively small, as they have so frequently to be carried to distant places for production in Court, settlement of account, &c. They would, therefore, have to be constantly getting new books and paying registration fees.

6. The proposed legislation would, I think, be positively harmful. At present, if an account is disputed, the book is scrutinised, and if found to be suspicious, its value as evidence is at once discounted by any intelligent Judge. The production of one of the *Sirkari*

books would give quite a fictitious guarantee of genuineness to books of account, and the less zealous Judges would be far more likely than at present to give only a formal scrutiny to them.

7. The falsification of books is far more frequent among the small village banyas than in the large towns, and it is an evil which can only be remedied by the education of both lender and borrower. Every decently educated native merchant knows that it does not pay to falsify books.

Letter from H. S. LAWRENCE, Esq., I.C.S., Inspector-General of Registration, Bombay Presidency, to the Chief Secretary to Government, Judicial Department, Bombay, No. 194, dated 11th February 1904.

I have the honour to submit the report called for in Government Resolution, Judicial Department, No. 5088, dated 23rd September last.

2. The proposal made by Mr. Patell is similar to that which was made in 1901 by Mr. Mountford, Manager of Encumbered Estates in Sind, and which is detailed on pages 47 and 49 of his pamphlet on "the relation between debtors and creditors in Sind." The suggestion was considered by Government and orders passed in Government Resolution, Revenue Department, No. 7887, dated the 10th November 1902. It was then determined that Government should "supply bound books with printed numbers on pages suitable for accounts of moneylenders," and that the Mukhtyarkar should certify at the end the total number of pages. These books should be sold by the Mukhtyarkar and Stamp-vendors. I am not aware whether action has been taken on these orders, and, if so, with what result.

3. A somewhat similar suggestion has also been made in paragraph 27 of the report of the Committee on the establishment of Co-operative Credit Societies in India which was also issued in 1901. This suggestion is apparently still under the consideration of the Government of India.

4. It is stated by Mr. Mountford that in seven of the principal countries of Europe the regulations recommended by him are in force. I venture to think that it would be well if theoretical opinions as to the practicability of the proposal made by Mr. Patell

could be supported by the experience of those countries. I would respectfully suggest therefore that Government may be pleased to obtain from some of the countries named by Mr. Mountford information showing the actual procedure adopted and the results of such procedure.

5. I regret the delay in replying to this reference. I had intended to discuss this question with Mr. Mountford whom I proposed to meet next month in Sind, and I have made certain efforts to obtain information regarding the experience on the Continent through a private source. I have not, however, succeeded in obtaining such information, and I am doubtful whether it will reach me at all.

Letter from E. GRAY, Esq., I.C.S, Superintendent of Stamps Bombay, to the Chief Secretary to Government, Judicial Department, Bombay, No. 666, dated the 25th February 1904.

With reference to Government Resolution No. 5088, dated 23rd September 1903, Judicial Department, I have the honour to state that I agree with the Chief Judge of the Small Causes Court that the method of binding the account books kept by Native merchants is open to grave abuse, and is apparently a source of annoyance to business men. The papers in the *chopdas* are so strung together that they can be easily re-opened and after new pages with falsified entries are added or abstracted, as the owner may desire, they can be re-strung with impunity. Mr. Patell's suggestion of getting the books registered and strings drawn through and sealed by a responsible officer after the fashion of Austrian books will provide a large measure of security, and although some little inconvenience will be felt, the public using the books with honest motives will readily submit to it and will not grudge a trifling cost for registration, etc., when the intention is to safeguard their own interests.

2. I presume that the system will have to be made applicable to English-bound books also, as it will not be possible to discriminate between the two sorts of books if Mr. Patell's suggestion to legislate in the matter is adopted.

3. It appeared to me that to get the papers in the Native books watermarked "Bombay Stamp Office" would serve as an additional safeguard against fraud, and with this view I addressed the Managers of the Deccan Paper Mills, who have submitted specimens of books made at the Mills. Some of them have been made

up of paper manufactured for the "Nabha State Stamp Office" and for the Nizam and a similar watermark with the words "Bombay Stamp Office" will appear in the Bombay *chopdas* in case Government accept the suggestion.

4. The full extent of the work that will have to be undertaken by the Stamp Office cannot at present be gauged, but there is no question that it will be considerable, and to minimize it I am respectfully of opinion that a stock of Native *chopda* books, with the papers strung in the manner indicated, should be got ready on behalf of Government at the Deccan Paper Mills, who will manufacture the watermarked paper. A stock of different varieties and sizes obtained from the Mills should be kept in the Stamp Office for issue to the public on payment as required. The sealing and registration work will be attended to in the Stamp Office at the time of issue and the Mills will be held responsible for the illicit sale of the books to any of the public. The terms on which Agents of the Mills are willing to undertake the supply are noted by them in the accompanying copy of their letter, but I have thought it desirable to defer submitting a report on the details until such time as Government express their desire to accept the general principles of Mr. Patell's scheme.

5. ° ° ° ° °

Letter from the Secretaries, Managers and Treasurers, Deccan Paper Mills Company, Limited, to the Assistant Superintendent of Stamps, Bombay, No. P.—920, dated the 2nd February 1904.

With reference to your letter No. 3470, dated the 11th November 1903, we have the honour to state that we have ascertained on enquiry that there are very many different varieties of Native books of account available in Bombay. They differ both in size and in quality and thickness of paper used, as well as in the number of quires of paper used. It would be extremely difficult therefore to enumerate them all and to quote prices for them separately, but we have sent herewith a few books got from the Bombay market which represent those in more general use. The particulars of the books are as follows :—

Native account book marked A got from the Bombay market, size $7'' \times 21\frac{1}{2}''$, leaves 108, said to be made of $1\frac{1}{2}$ quires of paper $23'' \times 24\frac{1}{2}''$.

Native account book marked B got from the Bombay market, size 7½"×24", leaves 108, said to be made of 1½ quires of paper 23"×24½".

Native account book marked C got from the Bombay market, size 8¼"×26¾", leaves 90, said to be made of 1¼ quires of paper 25½"×27½".

To correspond respectively with the above books we send books of our own make marked AA, BB, CC. The books marked AA correspond in all particulars with the book marked A got from the Bombay market as to the size of the book, the number of leaves, and the thickness of the substance of the paper used. They are, however, made from paper which differs entirely from that used in the corresponding book got from the Bombay market, both in point of quality and colour of the paper, and more particularly in the materials from which the paper is made. The paper we have used is made mostly from rags, while the paper used for the books obtained from market, as you may be aware, is almost purely wood pulp. It is needless to say therefore that our paper is by far more durable and less likely to change in colour or to become brittle by age. Further, we beg to point out that notwithstanding the fact that our paper is watermarked, requiring for the reason finer fibres, it still tests from 1¼ to 1½ times more in strength than the paper used in books of equivalent weight. Moreover a glance at our paper will show that it is almost pure white in colour as compared with the latter which has a deep buff shade.

The three books marked AA are made each from paper watermarked "Government of India," "Nizam Government" and "Nabha State Stamp Paper," respectively. But the watermarks, when the books are regularly supplied for your office, will be "Stamp Office, Bombay," according to the requirements of the Stamp Office, somewhat similar to the letters in pencil on the accompanying sheet (the size of which corresponds to that of the book marked C). We may suggest that it would be unnecessary, leaving the question of cost aside, to bring the watermarks exactly in the centre of each sheet particularly, as very many different sizes of paper will have to be made. We should prefer therefore to have several watermarks on each sheet disposed as shown in the accompanying sheet mentioned above, so that in whatever size the sheet is cut there is at least one entire watermark on each leaf of the book.

The three account books marked BB are made to correspond similarly with the book B from the market, and the two books CC to correspond with the book marked C.

We beg to send also an account book marked DD made of hand-sized and hand-glazed chopda paper watermarked "Government of India," paper according to the quality of which we propose to use if any account books made of Ahmedabadi chopda paper be required. The thickness of the paper and the watermarking will, however, vary according to the requirements. The paper used in this book is much superior in colour, quality and strength to any hand-glazed and hand-sized chopda paper available in the market, and we beg to send herewith for comparison a sample sheet of Ahmedabadi hand-sized and hand-glazed chopda paper which is the costliest of the kind available in the market. We may remark that the chopda papers available in Bombay have no watermarks, and hence as a close texture of the paper is not necessary, the fibres as you may be aware are kept comparatively long which preserves strength and reduces cost of making. The chopda paper we have used in the account book mentioned above is watermarked. This requires longer treatment in the beating of the fibres so that they be drawn comparatively fine and be well tempered. To preserve therefore the same strength in paper which is watermarked as in plain paper much stronger material has to be used in its manufacture, and the chopda paper used in the book marked DD mentioned above is made from rags of very strong variety.

The wholesale selling prices of the books marked A, B, C, respectively, obtained from the Bombay market are as follows :—

		Rs.	a.	p.	
Native account book marked	A @	0	15	0	each.
Do.	do. B @	1	5	0	„
Do.	do. C @	1	12	0	„

also the wholesale selling prices of account books similar to our book marked DD but made of Ahmedabadi chopda paper of the quality of the sample sheet marked D is Rs. 1-12-0.

We shall be glad to supply to the Stamp Office, Bombay, Native account books as per our samples marked AA, BB, CC, DD, in various sizes as may be required ; the paper, however, being tinted to any shade desired and watermarked according to the requirements of the Stamp Office. We shall also do the twining as suggested, and our prices will be 10 per cent. higher than those at which

corresponding account books are available in Bombay, *viz.*, the prices mentioned above for the particular sizes of chopdas to which they refer, provided that we are ensured the sole contract for the supply of the same for a term of at least ten years, the contract to cease if the Government Resolution for the compulsory registration of the account books is rescinded in the meantime. We most respectfully beg to mention that we are particular as to the period of the contract, for it must be remembered that we have to undergo no small expense in the first instance for procuring the necessary appliances for the cutting, folding and binding purposes, and for watermarking according to the special needs of the Stamp Office. Moreover, the prices at which we offer the account books will, we trust, be considered very reasonable, for although the prices are 10 per cent. higher than those of the corresponding account books available in the market, yet in fact they are not adequate to cover the extra cost of watermarking and are in reality cheaper if the quality of our paper be compared with that of the corresponding books available in the market; besides which the higher prices as charged in the market for retail sales will, we think, cover all the above charges as also your office expenses.

Letter from P. BYRNE, Esq., Honorary Secretary, Bombay Incorporated Law Society, to the Under-Secretary to Government, Judicial Department, Bombay, dated the 26th February 1904.

Referring to your letter No. 5092, dated the 23rd day of September 1903, forwarding therewith copy of a letter, dated 23rd July 1903, from Mr. Rustomji Merwanji Patell, Acting Chief Judge, Small Causes Court, Bombay, submitting a proposal for the compulsory registration of all books of account used throughout the Bombay Presidency, I am directed by the Committee of the Society to state that a majority of slightly over two-thirds of the Members of the Society are not in favour of the proposal made by Mr. Rustomji M. Patell.

Letter from the Honourable Mr. A. D. YOUNGHUSBAND, I.C.S., Commissioner, C. D., to the Acting Chief Secretary to Government, Judicial Department, Bombay, No. T.V.P.—108, dated the 25th March 1904.

With reference to Government Resolution No. 5088, dated the 23rd September 1903, I have the honour to report that none of the

Collectors in this division are hopeful of much good resulting from Mr. Patell's proposal, although one or two of them suggest that there would be no harm in its experimental adoption.

2. Personally I am of opinion that legislation is not a matter to be lightly undertaken, by way of experiment, or before it has been clearly demonstrated that it is likely to result in some definite substantial benefit, commensurate with the seriousness of the undertaking. In the present case, not only is it open to question whether any real good will result from the proposed legislation, but there appears to me a very grave danger of its resulting in positive harm.

3. In the present state of the law, entries in books of account kept in the regular course of business are, as has been pointed out, relevant and admissible in evidence. But no sensible judicial officer, recognizing the ease with which the ordinary *chopdas* of the country can be manipulated, dreams of attaching to entries in such *chopdas* any greater value in evidence than they are worth. If these *chopdas* are in future to be officially registered, and their genuineness officially vouched for, a tendency will naturally arise to regard them as above suspicion, and to treat the entries in them as conclusive, or practically conclusive, evidence of the facts to which they relate. This would be all very well if we could be satisfied that the precautions suggested would suffice to render fraudulent tampering with account books an impossibility. But, if we are not so satisfied (as I submit that we cannot be), it seems to me that our last state is likely to be worse than our first.

4. It does not appear to me that Mr. Patell can have realized, when putting forward his proposal, the enormous number of account books throughout the country which it would involve dealing with every year. Every book must be dealt with *promptly* unless the inevitable harassment of the owners (which in itself is an argument against the proposal), is to be multiplied indefinitely. It is suggested that the work should be entrusted to the "Superintendents of Stamps"; an expression which is not very intelligible. But it may be taken as certain that, if the work is to be got through within a reasonable time, it would have to be entrusted to officers of status not higher than that of taluka sub-registrar. And, even if we assume all our sub-registrars to be honest in the sense of being incorruptible, how many of them could be trusted conscientiously to carry out with their own hands

monotonous and mechanical work of the kind? Would not the seals be frequently in the custody of irresponsible karkuns and peons, whom an unscrupulous trader, contemplating fraud on a large scale, would have no difficulty in bribing?

5. The addition and substitution of loose pages in *chopdas* is only one of many means of falsifying accounts. Spaces are commonly left at the top and bottom of each page, as well as between the lines, in which it is quite possible to insert fictitious entries at a later date. The paper and ink commonly used are such as lend themselves readily to the washing out of one entry and substitution of another. And above all there is the favourite device of maintaining two sets of accounts, one for personal use, and the other for production. Against none of these would a system of registration afford any protection. And, so long as these facilities for deception exist, anything savouring of an official guarantee of authenticity is to be deprecated.

6. The compulsory registration of every account book would certainly be resented by the trade, and in my opinion rightly resented, as it could not fail to be exceedingly vexatious and harassing to traders.

7. Lastly, I am of opinion that *local* legislation of this nature would in any case be a mistake. I doubt whether there is anything in the conditions of the Bombay Presidency which suggests a greater demand for such legislation here than throughout the rest of India. And the subject is one which seems to fall within the scope rather of the Imperial than of the Local legislature.

Letter from BABOO BRAJA LAL MUKHERJEE, M.A., Attorney-at-Law, Calcutta, to the Chief Secretary to Government, Judicial Department, Bombay, dated the 10th November 1903.

I humbly pray for liberty to make certain suggestions with reference to the proposal laid before the Secretary to Government, Judicial Department, Bombay, for the compulsory registration of all books of account used throughout the Bombay Presidency.

The proposal made by Mr. Rustomji Merwanji Patell, Acting Chief Judge, Small Cause Court, Bombay, as to the registration of account books as aforesaid, seems to be one deserving of careful consideration; and I believe I truly represent the interests of trade and commerce as well as the independent views of the lawyer class as a whole when I

say that the enactment will be productive of immense benefit to the people whom it most concerns. And while confirming the views of the said Mr. Patell in every minute detail, I beg to bring to the notice of the Government of India the fact that the practices referred to in Mr. Patell's note are not confined to Bombay only, but are met with in all other provinces as well, and therefore I humbly pray that the enactment prayed for should be made to apply to the whole of British India.

To avoid, however, any questions as to the period of limitation for the institution of suits the accounts relating to which may be contained in a book under registration, I desire to suggest that a clause be added to such an Act as has been prayed for, for the extension of the period of limitation as regards such matters beyond the period necessary for registration, provided that the book is under registration at the time the period of limitation expires.

I trust that the proposal of the said Mr. Patell will be approved by His Excellency the Viceroy and Governor-General of India in Council, subject to the suggestion made herein.

APPENDIX D-3.

IMPRISONMENT OF CIVIL DEBTORS.

CHAMBER of COMMERCE,
MADRAS, 10th May 1904.

From the HON'BLE SIR GEORGE ARBUTHNOT,
Chairman, Chamber of Commerce, Madras,
To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I beg to hand you herewith copies of correspondence that has passed between the Chamber and the Madras Government, regarding the application of the Rules under the Prisons' Act to the imprisonment of Civil Debtors, and the treatment that they should be subjected to in the matter of food while in Jail.

The matter came under consideration at the instance of a member of the Chamber, and I need not trouble you with fuller details of the circumstances that led up to this correspondence with Government than those disclosed in the letters of which copies are sent to you. To

a correct understanding of the position, however, it is necessary for me to state that judgment was given in a civil action for over Rs. 1 lakh in favor of a dealer, which on appeal was reversed. Under the orders of the Court the amount of the original decree was immediately paid to the dealer, some time before the appeal was heard. The dealer promptly disappeared, but was eventually arrested and committed to the Debtors' Jail for six months. The Court, after full consideration of an application for a higher grant, passed an order for his maintenance on the lowest scale of six rupees per month.

It was discovered later on that food in excess of the subsistence allowance was being provided from outside, and on the matter being brought to notice the Inspector-General of Prisons ruled that this did not contravene the Rules so long as the supplementary maintenance was not of the nature of luxuries. His ruling is supported by the Madras Government.

This Chamber considers that the action of Government is wrong in principle, tending as it does to override what ought to be the sole function of the Civil Court, and thereby defeat the object the Court may have had in view when passing the order. It is held that the Court enquiring into such cases is the proper authority to determine what is suitable maintenance, and that it ought not to be within the power of the Prison administration to deviate from the order of committal without the express sanction of the Court.

The Chamber understands that the Prison Rules apply throughout India, and, the subject being of importance to the Mercantile community generally, I am desired to ascertain the views of your Chamber and to enquire whether it would be willing to take joint action to have the Rules amended in the direction indicated by the foregoing remarks if the interpretation of the Madras Government regarding maintenance is permitted to prevail.—I have, &c.,

GEORGE G. ARBUTHNOT, Chairman.

CHAMBER of COMMERCE,
BOMBAY, 21st May 1904.

The CHAIRMAN, MADRAS CHAMBER of COMMERCE, Madras.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge the receipt of your letter of the 10th ultimo, together with accompanying copies of

correspondence regarding the application of the Rules under the Prisons' Act to the imprisonment of Civil Debtors and the treatment they should be subjected to in the matter of food whilst in Jail.

The Committee have read the papers with much interest, and while they are in sympathy with the South Indian Export Company in the matter to which you call attention, they do not think any useful purpose would be served by addressing Government with a view to an amendment of the Prison Rules in the direction indicated in your letter, as the Courts would presumably increase the maintenance allowance and thereby add to the burdens of creditors.

They regret, therefore, not being able to join your Chamber in the representation you suggest.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX D-4.

TRADE MARKS.

PROPOSED REGISTRATION IN INDIA.

No. 3565 of 1904.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 13th May 1904.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to paragraph 3 of your letter, dated 6th November 1903, containing the remarks of the Chamber in regard to the disposal of cases relating to trade marks in the mofussil Courts, I am directed to state that Government have no knowledge of any case to which the Chamber's remark that "it is notorious that such cases sometimes run for years and cost thousands of pounds" would be applicable. It is difficult to understand how in any case in the mofussil the costs can have come to thousands of pounds. I am, therefore, directed to request that you will be so good as to favour Government with precise information regarding the nature of the cases referred to.—I have, &c.,

G. KEATINGE,
Under-Secretary to Government.

CHAMBER of COMMERCE,
BOMBAY, 21st May 1904.

The UNDER-SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT, Bombay.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 3565 of the 13th May 1904 in which you call attention to para. 3 of this Chamber's letter, dated 6th November 1903, in regard to the disposal of cases relating to trade marks in the mofussil Courts.

2. In reply, I am to say that the particular case which the Committee had in mind at the time was what is known as the *Amritsar Imitation Case.* This case was first lodged in the Court of the Magistrate, 1st Class, Amritsar District, on 29th June 1900. The Petition of Appeal was filed in the Court of the Sessions Judge, Amritsar Division, on 7th December 1901. The judgment of this Court was delivered on 14th February 1902, confirming the decision of the First Court. An appeal against this last judgment was lodged before the Chief Court of the Punjab which in its turn delivered judgment on the 6th of August 1902.

3. This case necessitated the attendance of a high-salaried European Assistant from Messrs. Ralli Brothers Karachi Agency, who left Karachi for Amritsar on 5th June 1900, and remained there up to 9th January 1902. He had subsequently to visit Amritsar a second time. During this period his time was entirely taken up in attending to this case ; and this necessitated another highly paid European Assistant being deputed to relieve him of his regular duties at Karachi. The litigation in question involved an expenditure by the plaintiffs of about Rs. 25,000. The Lower Court imposed a fine of Rs. 200 on each of the accused and Rs. 1,000 as costs of prosecution. The High Court of the Punjab, however, reduced all this to a fine of Rs. 500 in all, setting aside any compensation to the complainants. In the course of the hearing Mr. Justice Rattigan observed that a *fine of Rs. 500 would be amply sufficient to meet the ends of justice.*

4. I am to add that another trade mark case, which has since been brought to the notice of the Committee, took 12½ months to get through the Courts up-country, and the firm concerned has not

thought it desirable to take proceedings in other cases where the issue was not absolutely certain on account of the notable delay in the mofussil Courts.—I have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Asstt. Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 25th June 1904.

The UNDER-SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—Referring to my letter of the 21st May 1904 in regard to the disposal of cases relating to Trade Marks in the Mofussil Courts, I am instructed by the Committee of the Bombay Chamber of Commerce to communicate to Government the following information which has been furnished to the Committee by a member of the Chamber, which further illustrates the inconvenience, expense and delay which merchants are put to in such matters:—

"As during this time I was in Amritsar prosecuting the same defendant (Amritsar Imitation Case) I would like to point out to the Committee that not only is it notorious that the expenses run into very heavy figures, but that the constitution of the Courts trying such cases appears to be utterly inadequate. In the two cases in point the Magistrate trying the cases was the Treasury Clerk, a subordinate Official with no real knowledge of law, although careful and painstaking and decidedly intelligent. As however in addition to his original duties, *i. e.*, Treasury work, he had to try ordinary criminal offences—rather a numerous quantity in Amritsar—and was a sort of handy man, generally the result was inordinate delay resulting in very heavy costs. Not only was this delay in the period between the hearings, but during the hearings the Magistrate was constantly called away to do Treasury and other work, so much so that at the closing of the Court after one hearing I was able to point out to him that in Barristers' fees alone that particular hearing had cost at the rate of Rs. 5 per minute owing to the repeated absence of the Magistrate from the Bench, and this, although the day in question had been specially set apart for the

hearing of the case ; and I further pointed out that taking the case as a whole up to that point the cost in Barristers' fees had averaged nearly Rs. 3 per minute, such fees being paid at the rate of Rs. 300 per hearing."

" It seems to me that as these offences primarily occur at the Port of entry all suits should be heard there. This would entail on the offending party at least something similar in the way of expense and inconvenience to that caused to the prosecutor—and this being a factor to be faced might cause these mofussil offenders to pause before attempting these frauds."—I have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Assistant Secretary.

APPENDIX E-1.

CUSTOMS.

ESTABLISHMENT OF AN IMPERIAL CUSTOMS SERVICE FOR INDIA.

No. 641 OF 1904.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 27th January 1904.

To the SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—With reference to your letter dated 15th January 1903, I am directed to forward extract paragraphs 10 to 19 of the letter from the Government of India, No. 7906 S.R., dated 28th December 1903, and to request that you will be good enough to favour this Government with the views of the Chamber on the proposals formulated by the Government of India.—I have, &c.,

G. KEATINGE,
Under-Secretary to Government.

No. 7906 S. R.
GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

From E. N. BAKER, Esq., C.S.I., I.C.S.,

Secretary to the Government of India,

To THE SECRETARY TO THE GOVERNMENT OF BENGAL,

Financial Department.

CALCUTTA, the 28th December 1903.

SIR,—I am directed to acknowledge the receipt of your letter No. 1519 T.F., of date the 14th July 1903, in which a proposal made by the Bengal Chamber of Commerce for the formation of an Imperial Customs Service is discussed.

2. The Chamber urge that the Custom Houses at the chief ports in India should be administered by officials with special experience of Custom work : that it has been proved by experience in Calcutta that the best results and most efficient working cannot be attained under the system by which the Department is officered by members of the Civil Service, without previous special training : and that the constant changes which are almost inseparable from the existing system are harassing to merchants and prejudicial to trade.

3. The representations made by the Chamber have been discussed in detail by the Government of Bengal, who consider that the administration of the Department would certainly be improved by the formation of an Imperial Customs Service. The Government of India agree with this opinion; and they endorse the views which have been expressed as to the necessity for securing uniformity in Customs procedure, and diminishing the excessive number of changes in the superior staff. The loss of efficiency involved in such transfers is obvious; and, although the frequency of the change has been somewhat exaggerated by the Chamber, the Government of India consider that their complaint is substantially justified. The efforts which have hitherto been made by the Local Government to secure continuity have frequently been defeated owing to the general exigencies of the service, and there is no reason to believe that more satisfactory results will be obtained in the future so long as the present system remains in force.

4. The Government of Bengal are of opinion that the main objections which can be urged against the proposal to create an Imperial Customs service are the increased expenditure involved, and the possibility that the Customs duties may be abolished in the near future. In view of the great importance of the interests affected, the Government of India are prepared to undertake such expenditure as may be necessary in order to place the Customs Department upon a thoroughly sound footing; and they are of opinion that the possibility of the abolition of the Customs duties does not constitute a sufficient reason for refusing to sanction a reform which, they are convinced, is most desirable in itself.

5. For some time past the Government of India have been conscious of the defects of the present system of localization and diversity in Customs administration; and they are convinced that those defects

will become more and more prominent with the growth of external trade, and that they will not be removed by any partial or local remedies. Reform appears to be specially required in the following important respects.

6. In the first place an officer appointed to the responsible post of Collector ought always to have some previous experience of Customs work. Although it is true that a man of broad mind and liberal education will ordinarily become a better administrator than a promoted subordinate whose life has been spent mostly in the performance of routine duties, yet it cannot be denied that the duties of a Collector require a considerable amount of special and technical knowledge which can only be acquired by practical experience. For a considerable period, therefore, after taking up his appointment, a Collector recruited from the general ranks of the Civil Service must be very much in the hands of his subordinates, and, under the present system, his services are frequently lost to the Department just at the time when they have become valuable.

7. In the second place, it is highly desirable, as observed by the Chamber, to secure continuity of administration at each port. It is, the Government of India consider, equally desirable to ensure uniformity of practice at different ports. The divergencies which at present exists in the administration of the Merchandise Marks Act, for instance, cannot but be a serious embarrassment to trade; and the Government of India hold very strongly that, in all essentials, the administration of the Customs should be uniform at all Indian ports. Such uniformity can, they think, best be secured by posting the Chief Customs officials to serve in different ports from time to time.

8. The Government of India are inclined to think that the only way of effecting the reforms above indicated is to establish a separate Customs Service, under the direct control of the central Government. They are not prepared, however, to exclude members of the Civil Service from the field of selection for Customs Collectors. Even if equally competent officers could be recruited elsewhere, the Government of India consider that it would still be desirable to employ members of the Civil Service on Customs work in order that the service may continue to include a certain number of men who have been brought into close official relations with the commercial classes. Moreover, for some time to come, it is unlikely that equally suitable officers can be obtained from any other source.

9. It would, however, be unwise to rely solely or permanently on this field of recruitment and the Government of India consider that it will be desirable to create and train up a class of Customs officials of a better status than the present subordinate officers of the Department, who would combine natural capacity and good education with prolonged experience of their special duties, and who would afford a supplementary field of selection for the higher posts. The success of any reorganization scheme would, in the opinion of the Government of India, depend mainly on the supply of efficient officers of this class, *i.e.*, of Assistant Collectors.

10. The present Assistant Collectors are for the most part promoted subordinates, who have become unfitted, by a long round of routine work, for independent positions. It appears to the Government of India to be necessary that this method of recruitment should be absolutely swept away. In its place the Government of India would be disposed to appoint men, preferably from England, direct to the grade of Assistant Collector, and to invest them, after a suitable novitiate, with full powers. They would thus be enabled to reach the higher grades while still young enough to cope with responsible work, and in time to qualify for the post of Collector.

11. For the reasons above indicated the Government of India have formulated the following scheme for the creation of an Imperial Customs Service for the principal ports in India. They would combine in one service, under the direct control of the Government of India, the appointments of Collector of Customs at Calcutta, Madras, Bombay, Rangoon, Karachi, and Chittagong, the 15 Assistant Collectorships at these ports, and the posts of Superintendent of the Preventive Service at Calcutta and Bombay. The Government of India consider that the objects in view cannot be attained unless the new service is directly administered by the Supreme Government, but they do not propose to dissociate the Local Governments from Customs administration. They realize the importance to Maritime trade of prompt decisions on points of Customs law by competent local authority, and they would also deprecate any measure which might lead Local Governments on the sea-board of India to lose interest in the development of Maritime trade. The Government of India propose the centralization of matters connected with recruitment, establishment, and the posting of officers in the new service

only; they do not contemplate any interference with the powers of administration vested in the Local Government by the Sea Customs Act.

12. The rates of pay proposed for these appointments are—

COLLECTORSHIPS.

	Per mensem. Rs.
1 on	2,750
2 on	2,500
2 on	2,250
5	

ASSISTANT COLLECTORSHIPS.

			Per mensem. Rs.
Class	I ...	*3 on	1,500
„	II ...	3 on	1,250
„	III ...	4 on	1,000
„	IV ...	4 on	750
„	V ...	4 on	500
Probationers	...	3 on	300—350
		21	

13. Of the Collectorships it is proposed that three should be reserved for members of the Civil Service, and that the remaining two appointments should ordinarily be held by other members of the Customs Service if suitable incumbents are forthcoming. Of the Assistant Collectorships one appointment in each of the first three classes would be reserved for members of the Civil Service. The three probationers would probably provide a sufficient reserve to fill leave vacancies.

14. Collectors of Customs appointed from the Civil Service would be permitted, subject to the approval of the Government of India, to revert to their own provinces at any time; but the power of control vested in the Government would be exercised in such a manner as to prevent an excessive number of changes in these appointments. Permission to revert would be freely accorded in cases where the experience acquired by the officer in the Imperial Service would be of special assistance to the Local Government under which he would serve on

* Including the Collectorship at Chittagong.

reversion; and, under an arrangement of this nature, it is considered probable that certain of the more important revenue appointments, such as member of the Board of Revenue in Madras and Bengal, or Commissioner of Customs, Bombay, may in practice come to be reserved for civilians who have acquired a technical knowledge of Customs procedure in the Imperial Service.

15. It is proposed that members of the Civil Service of 4 or 5 years' standing should ordinarily be selected for the three reserved appointments of Assistant Collector, and that they should be required to remain in the Department for four years. At the end of that time they might be allowed, if they should so wish, to revert to their provinces for a time. Officers so trained, whether they reverted for a time or not, would be eligible for appointment as Collector and no officer would be appointed to be Collector unless he had served as Assistant.

16. The remaining Assistant Collectors would be recruited ordinarily from the United Kingdom. Each man would be treated as a probationer for the first year of his service and would learn his work at Calcutta or Bombay. At the end of the year he would undergo an examination in the vernacular, and in customs and other connected law and procedure. On passing the examination he would be invested with certain minor powers, and eventually, if well reported on, he would be invested with full powers. He would be liable to transfer from one port to another, and would ordinarily be so transferred at suitable intervals in order to widen his experience.

17. It is not proposed to bring the present Assistant Collectors on to the new scale, and appointments of men under the proposed new conditions would only be made gradually as the present incumbents retire. Pending the final decision of the Government of India and the Secretary of State no more permanent appointments should be made to the posts of Assistant Collector or Superintendent of the Preventive Service, in order to obviate delay in the introduction of the new class of Assistants. Promotions may, however, be given, where necessary so long as one appointment remains substantively vacant for each casualty. The portion of the scheme relating to members of the Civil Service could, however, be introduced as soon as it is accepted by the Secretary of State; and this would, in the opinion of the Government of India, meet the immediate evil complained of by the Chamber of Commerce.

18. I am to request that the above scheme may be explained to the Chamber of Commerce, and that the views of that body on these proposals, together with the opinion of His Honour the Lieutenant-Governor, may be submitted to the Government of India. I am further to enquire whether, in the event of the scheme being adopted, it will be feasible to extend it to any of the minor ports in the Province of Bengal.—I have, &c.,

E. N. BAKER,
Secretary to the Govt. of India.

CHAMBER OF COMMERCE,
BOMBAY, 8th March 1904.

To the SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 641, dated the 27th January 1904, enclosing extract from a letter of the Government of India, No. 7906-S.R., dated 28th December 1903, on the subject of the proposals for the formation of an Imperial Customs Service for India. This letter relates to proposals made in that sense by this Chamber in their letter to Government, dated 15th January 1903; and it is found that those paragraphs which you are good enough to communicate appear also in a letter of the Government of India, No. 7905-S.R., which on the same date was addressed to the Government of Bengal with reference to somewhat similar proposals made by the Bengal Chamber of Commerce on the 16th February 1903. A full copy of this letter, No. 7905, has been kindly furnished by that Chamber.

2. I am in the first place to express the satisfaction felt by the Committee on meeting with so frank a recognition by Government that their representations had not been made without reason, and their general approval of the proposals embodied in their letter of the Government of India.

3. The only point in the scheme on which my Committee are to some extent uncertain is whether it will in practice bring about that continuity of service in the Customs Department which they believe to be indispensable, and which their letter of the 15th

January 1903 was primarily designed to bring into prominence. In this respect they would beg that Government may be pleased to institute every safeguard that may be found consistent with the public service. They would suggest that the conditions under which members of the Civil Service who have acquired experience of that service may revert to their Provinces should be prescribed with some strictness ; and that it should be made impossible for a civilian to be appointed to one of the higher Custom posts unless he has served most of his time with the Customs Department and has not been absent from Customs work at any one time for more than three years.—I have, &c.,

C. H. ARMSTRONG, Chairman.
FREDERICK NOEL-PATON, Secretary.

APPENDIX E-2.

SHORT-REELED YARNS.

No. 1609 OF 1904.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 27th February 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the letter from the Government of India No. 5440-S.R., dated 4th September 1903, to your address, regarding the appointment of a Committee to consider the question of instituting prosecutions against persons who intentionally manufacture short-reeled yarn for sale in India, I am directed to forward copies of the Committee's report* and of the minute of dissent by Mr. Sassoon J. David, together with extract paragraphs 4 to 6 of the letter from the Government of India, No. 398-S.R., dated 19th January 1904, and to request that you will be good enough to favour Government with the opinion of the Chamber on the various questions raised in the Committee's report with special reference to the points dealt with by the Government of India.—I have, &c.,

G. KEATINGE,
Under-Secretary to Government.

* See Chamber's Report, 1903, p. 768.

Extract paragraphs 4 to 6 of the letter from the Government of India, Finance and Commerce Department, No. 398-S.R., dated 19th January 1904.

4. The Committee propose to amend Section 12 of the Indian Merchandise Marks Act, IV of 1889, in the manner indicated in Draft A appended to their report. It will be observed that the first clause of that draft refers solely to yarn 'intended for sale in India;' and the penal clause which it is proposed to substitute for clause (2) of Section 12 of the Act renders it punishable to remove, or to attempt to remove such yarn, unless it is properly bundled and stamped. The Government of India are doubtful as to the practical effect of this limitation, the reason for which is explained in paragraph 3 of the Resolution quoted above:—No. 5800-S.R. dated the 24th September 1903. In order to obtain a conviction against the spinner under this section, it would apparently be necessary to prove that the yarn had been *intended* for sale in India. In the majority of cases this would probably be difficult or impossible; and the practical effect would therefore be to relieve the manufacturers from all liability in respect of short-reeled yarns. In these circumstances the practice of short-reeling could only be stopped by continual prosecutions directed against the vendors of such yarns; and it is doubtful whether this course would be justifiable as it cannot be assumed that retail dealers are cognizant of the fraud in all cases.

5. The clause which the Committee propose to substitute for clause 2 of Section 12 of the Act apparently applies to imported yarns, in so far as selling or exposing for sale, or possession for any trade or manufacturing purpose is concerned. I am to explain that the Government of India do not contemplate any interference with imported yarns after they have passed through the Custom House at the place of importation. The clause will therefore be recast so as to give effect to this intention should the recommendations of the Committee be eventually accepted.

6. With reference to Drafts B and C appended to the report and to Mr. David's minute of dissent, I am to inquire what unit should, in the opinion of the Government of Bombay, be adopted for test measurements. The Government of India consider that it would be impracticable to measure all the hanks in each bundle of yarn and to take the average so deduced as the unit. The alternative

suggestions are that the hank, or the average of the hanks in a knot, should be accepted as the unit. If the latter unit be adopted, I am to inquire whether any maximum limit of variation from the standard length should be prescribed for individual hanks.

CHAMBER OF COMMERCE,
BOMBAY, 15th March 1904.

To the SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1609, dated 27th February 1904, with enclosures, relating to the recommendations of the Committee on Short-Reeling appointed by the Government of India in September last. It was requested that the Chamber would express an opinion on the various questions raised in the Report of the Committee with special reference to the points dealt with by the Government of India in paras. 4 to 6 of their letter, No. 398 S.-R., dated 19th January last.

2. These papers have been studied with interest; and I am now instructed to express a general approval of the recommendations of the Government Committee.

3. With reference to Draft A and to the remarks made by the Government of India in para. 4 of their letter of the 19th January, I am to say that my Committee agree with the Government of India in deprecating interference with the length of yarns intended for export out of British India. I am to say that my Committee support the suggestion made in the notes on Draft D, para. 11 of the Report, that those bundles which do not contain a ticket indicating that the yarn is intended for export should be taken as being intended for local sale. It seems to the Committee to be possible that some mills might for a time put such tickets in all their bundles, but that retail dealers would soon reject goods so made up, seeing that by selling them they might incur prosecution.

4. My Committee agree with the Government of India in the view stated in their para. 5, to the effect that the clause which the Committee proposed to substitute for clause 2 of Section 12 of the Act should be recast in such a way as to secure imported yarns from interference after they have passed through the Customs House.

5. With reference to the enquiry as to what unit should be adopted for test measurements, I am to recommend that all the hanks of one bundle should be measured, unless it is obvious, after testing 25 per cent. of the knots, that the yarn is so short as to admit of no doubt.—I have, &c.,

C. H. ARMSTRONG, *Chairman.*
FREDERICK NOEL-PATON, *Secretary.*

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
SIMLA, the 19th October 1904.

PRESS COMMUNIQUE.

In September 1903, a Committee was appointed by the Government of India to consider the question of adopting measures to prevent the short-reeling of yarn in Indian mills for sale in India. Their report was received in October of the same year, and the Local Governments and Chambers of Commerce were consulted as to the practicability of the suggestions formulated by the Committee. Their replies have now been received, and they disclose great diversity of opinion both as to the necessity for any remedial measures, and as to the practicability of the course proposed by the Committee. The consensus of opinion appears opposed to the acceptance of the recommendations made by the Committee, and the Government of India have therefore decided to take no further action in this matter, for the present.

No. 8563 of 1904.
REVENUE DEPARTMENT,
BOMBAY CASTLE, 4th November 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter, dated 15th March 1904, on the subject of the proposed legislation to check the fraudulent short-reeling of yarn in Indian mills for sale in India, I am directed to say that the Government of India have decided not to take any further action in the matter at present.—I have, &c.,

G. W. HATCH,
Acting Under-Secretary to Government.

APPENDIX E-3.

IMPORT DUTY ON OIL-SEEDS IMPORTED INTO BRITISH INDIA FROM NATIVE STATES.

No. 642 of 1904.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 27th January 1904.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter, dated 23rd April 1903, I am directed to inform you that the Government of India prefer to postpone the consideration of the proposal to exempt from the operation of the Indian Tariff Act oil-seeds imported by sea into the Bombay Presidency from Native States and re-exported to foreign ports, until the land Customs Line has been established on the borders of the Kathiawar States, and until some experience has been obtained as to its effect on the course of the trade between the Bombay Presidency and those States.—I have, &c.,

G. KEATINGE,
Under-Secretary to Government.

No. 307 of 1905.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 14th January 1905.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with the letter from this Government, No. 642, dated 27th January 1904, I am directed to state that the Government of India have carefully considered the representation made by the Chamber of Commerce, Bombay, and they are of opinion that it would be inadvisable for the present to sanction the exemption from Customs duty of oil-seeds imported into the Bombay Presidency by sea from Native State ports.—I have, &c.,

G. KEATINGE,
Under-Secretary to Government.

APPENDIX E-4.

SUGAR DUTIES.

CHAMBER OF COMMERCE,

BOMBAY, 1st December 1904.

J. A. ROBERTSON, Esq., DIRECTOR-GENERAL of STATISTICS to the GOVERNMENT OF INDIA,

Calcutta.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to address you in accordance with your suggestion, with regard to the question of the Tariff valuations of sugar for Customs Duty purposes.

2. The price of sugar throughout the world has advanced very rapidly during the last few months and is now considerably higher than the existing Indian Tariff valuations: it is therefore only natural that Government should desire to amend the Tariff, a proceeding which my Committee could not dispute the necessity of under ordinary circumstances.

3. I am, however, to inform you that in several of the Indian Ports Foreign Sugar is largely sold at "rupee prices including duty" and that during the last few months considerable quantities of sugar for *shipment* from Java, Mauritius and Europe during the months of October to March and to a small extent for later months have been sold on this basis.

4. The greater portion of this sugar has been bought and sold by importing Merchants some time before the price of sugar rose to its present high level and therefore at values much below those ruling in India to-day.

5. I am therefore to point out that if duty is levied on the basis of to-day's Indian market rates it will inflict a serious loss on all these Merchants who in the ordinary course of their legitimate business have sold sugar on a "rupee basis including duty."

6. Any increase is Customs Duty should naturally fall on the Indian buyer who presumably reaps the benefit of the advance in the market which may be expected to follow the increase of

such duties, and Clause 10 of the Tariff Act, 1894, provides that the seller may charge the buyer with any such increase.

7. This clause in the Act, however, does not appear to provide for the seller being protected in the event of Tariff valuations being increased, so the amount of the increase has accordingly to be paid by the sellers.

8. It may be contended that Merchants should have foreseen the possibility of an important rise in sugar and made provision for the increased amount they would probably have to pay for Customs Duty, but in view of the exceedingly rapid rise in the value of the commodity, due almost entirely to weather conditions which no one could possibly foresee, such a contention cannot carry any weight.

9. It may also be contended that sellers would be no better off if Customs Duties were levied under the alternative system *viz., ad valorem* : but as one of the objects of fixing Tariff valuations is to give the trade a basis on which to work, it would seem only reasonable to suppose that merchants would be justified in basing their calculations on Tariff valuations.

10. Seeing that an increased Customs Duty levied because of the raising of the Tariff valuations by say Rs. 2 per cwt. would involve sweeping away the full profit that Merchants can usually look to secure on simultaneous business, and seeing that Merchants could not reasonably be expected to have foreseen and make provision for an increase in Customs Duty due to a sudden and unlooked for material increase in the value of sugar, I am directed to commend the views of the Committee to your kind attention and to hope that you may be able to support their suggestion that the raising of the Tariff valuations of sugar should be deferred for some months until a considerable proportion of the sugar bought and sold on a lower basis than to-day's market rates shall have been imported.

11. My Committee have the less hesitation in pressing this matter upon the attention of Government, as during the last few years Merchants importing sugar have had to undergo severe losses owing to the numerous and sudden alterations which Government have found it necessary to make in the scale of duties leviable on sugar.

12. I am to add that my Committee are forwarding a copy of this letter to the Government of India, Finance and Commerce Department, to whom they are also suggesting an amendment of the Tariff Act so that an increase of the amount payable as Customs Duty on account of increased Tariff valuations may be recoverable in the same way as in the case of an increase of the percentage of Customs Duty.—I have &c.,

C. H. ARMSTRONG, Chairman.
FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 1st December 1904.

The SECRETARY to the GOVERNMENT OF INDIA,
FINANCE and COMMERCE DEPARTMENT,
Calcutta.

SIR,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to send herewith copy of a letter addressed to Mr. J. A. Robertson, Director-General of Statistics, with whom the Committee of the Bombay Chamber of Commerce had the privilege of discussing the question of Tariff valuations for the coming calendar year.

2. My Committee are confident that the points raised in that letter will appeal to the Department of the Government of India which controls the commercial affairs of the country, and they trust that the Government of India will appreciate the reasonableness of the suggestion made by the Chamber as contained in para. 10.

3. To that letter I am directed to add that the Committee suggest to Government the advisability of adding to, or clearly defining in the Customs Tariff Act, 1894, a clause whereby it will be laid down that an increase in the Tariff valuation shall be treated in the same manner as an increase in the percentage or amount per unit of duty leviable.—I have, &c.,

C. H. ARMSTRONG, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 2456.

GOVERNMENT OF INDIA,

STATISTICAL DEPARTMENT,

CALCUTTA, 9th December 1904.

From the DIRECTOR-GENERAL of STATISTICS,

To the CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter of the 1st December 1904, in which you have expressed the views of your Committee that an immediate revision of the Tariff Valuations of sugar will inflict a serious loss on those Merchants who have sold sugar on a rupee basis including duty.

2. In reply, I beg to say that these views will receive careful and sympathetic consideration when I submit my report on the revision of the Tariff valuations to the Government of India.—I have, &c.,

J. A. ROBERTSON.

No. 7661-S. R.

GOVERNMENT OF INDIA,

FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, 6th December 1904.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 1st December 1904, with which you forwarded a copy of a letter addressed to the Director-General of Statistics on the subject of the Tariff valuations of sugar. I am to say that your letter will be submitted for the consideration of the Government of India.—I have, &c.,

J. CAMPBELL,

Under-Secretary to the Government of India.

No. 49.

GOVERNMENT OF INDIA,

STATISTICAL DEPARTMENT,

CALCUTTA, the 10th January 1905.

From the DIRECTOR-GENERAL of STATISTICS,

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 2456, dated the 9th December 1904, I have the honor to invite attention to the notification issued from the Finance and Commerce Department,

No. 8129-S.R., dated the 23rd December 1904, fixing tariff valuations for sugar, and to say that these valuations were finally determined after consideration of the representation made by you in your letter of the 1st December 1904.

2. I beg to add that the Government of India regret that they are unable to accept the suggestion that the tariff valuations should remain unaltered until a considerable proportion of the sugar bought and sold on a lower basis than the current market rate has been imported. They will, however, be prepared to consider the advisability of revising the valuations fixed under the notification quoted above, if prices fluctuate to a material extent during the course of the year.—I have, &c.,

J. A. ROBERTSON.

No. 336-S.R.

GOVERNMENT OF INDIA,

FINANCE and COMMERCE DEPARTMENT,

CALCUTTA, the 19th January 1905.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 7661-S.R., dated the 6th December 1904, I am directed to say that, after giving the matter their most careful consideration, the Government of India regret that they are unable to accept the suggestion that Section 10 of the Indian Tariff Act, 1894 (VIII of 1894), should be amended so as to permit of changes in tariff valuations being treated in the same manner as alterations in Customs or Excise Duties.—I have, &c.,

J. CAMPBELL,

Under-Secretary to Government of India.

CHAMBER OF COMMERCE,

BOMBAY, 10th February 1903.

To the UNDER-SECRETARY to the GOVERNMENT of INDIA,

FINANCE and COMMERCE DEPARTMENT, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to acknowledge the receipt of your letter No. 336-S.R., dated 19th January 1905, and to

say that my Committee would be indebted if Government would favour them with some indication of the grounds on which they decline to treat changes in tariff valuation in the same manner as alterations in Customs or Excise Duties. It seems evident that an increase in tariff valuation has all the effect of an enhancement of duty; and while my Committee have no reason to doubt that Government have good grounds for the decision arrived at, they have so far been unable to arrive at any probable conjecture as to the nature of those grounds, and would be grateful if Government would be pleased to make some statement of principle in the matter.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 100.

GOVERNMENT OF INDIA,

DEPARTMENT of COMMERCE and INDUSTRY,

CALCUTTA, the 14th February 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 10th February 1905, in which you ask for an indication of the grounds on which the Government of India declined to treat changes in tariff valuations in the same manner as alterations in Customs or Excise Duties. I am to say that your letter will be submitted for the consideration of the Government of India.—I have, &c.,

J. CAMPBELL,

Under-Secretary to Government of India.

No. 283.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CALCUTTA, the 24th February 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 100, dated the 14th February 1905, I am now directed to reply to your communication of the 10th instant, on the subject of the proposed amendment of the

Indian Tariff Act, providing for the treatment of changes in tariff valuations in the same manner as alterations in Customs or Excise Duties.

2. The Government of India consider that an amendment of the law in this sense is undesirable, as "tariff valuations" are essentially distinct from changes in Customs or Excise Duties. The valuations are fixed solely with reference to average market values, and they do not affect the *ad valorem* incidence of the duties levied. Variations in these values depend entirely upon the course of prices, and they are not in any way subject to arbitrary enhancement or reduction on the part of the Government. The Customs and Excise Duties, on the other hand, may be enhanced or reduced at any time, and it is necessary to provide a procedure under which such enhancements or reductions, when made, will disturb the course of trade as little as possible. After carefully considering this aspect of the question the Government of India were of opinion that it would be inadvisable to initiate legislation affecting contracts between buyers and sellers in respect of a matter which depend entirely upon the course of prices, and which constitutes, in any case, an essential part of every forward contract.

3. They were also averse from the proposal, on the ground that if legislation in the sense desired by the Chamber were undertaken, difficulties would probably arise in fixing the annual tariff valuations. It frequently becomes necessary, for administrative reasons, to abolish particular tariff valuations, leaving the articles subject to the ordinary *ad valorem* assessment, or to substitute tariff valuations in place of *ad valorem* assessment. If, however, tariff valuations were given the privileged position which the Chamber propose, some practical difficulty would, it is anticipated, be experienced in effecting these changes; and it is not improbable that considerable friction would occur in settling the questions to which such changes would, under the system proposed, give rise.—I have, &c.,

J. CAMPBELL,
Under-Secretary to Government of India.

Nos. 284-286.

Copy, with a copy of the Bombay Chamber's letter, dated the 16th February 1905, forwarded to the Bengal and Karachi

Chambers of Commerce, and to the Director-General of Statistics for information in continuation of the letter from the Finance Department, No. 336-S.R., dated 19th January 1905.

APPENDIX E-5.

INDIAN STAMP ACT, 1899.

No. 2186 OF 1904.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 19th March 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of the Bill to further amend the Indian Stamp Act, 1899, with statement of objects and reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill not later than 15th April 1904.—I have, &c.,

G. KEATINGE,

Under-Secretary to Government of India.

A BILL FURTHER TO AMEND THE INDIAN STAMP ACT, 1899.

Whereas it is expedient further to amend the Indian Stamp Act, 1899; It is hereby enacted as follows:—

Short title and extent.

1. (*1*) This Act may be called the Indian Stamp (Amendment) Act, 1904.

(*2*) It extends to the whole of British India, inclusive of British Baluchistan, the Santhal Parganas and the Pargana of Spiti.

Amendment of section 2, clause (17), Act II, 1899.

2. In section 2, clause (17), of the Indian Stamp Act, 1899 (hereinafter referred to as "the said Act"), for the word "specified" the words "specific immoveable" shall be substituted.

Addition of new section 23-A after section 23, Act II, 1899.

3. After section 23 of the said Act the following section shall be added, namely:—

Certain mortgages of stock to be chargeable as agreements.

"23-A. (1) Where an instrument (not being a promissory note or bill of exchange)—

(*a*) is given, upon the occasion of the deposit of any share warrant, or stock certificate to bearer, or foreign or colonial share certificate, or any security for money transferable by delivery, by way of security for money advanced or to be advanced by way of loan, or for an existing or future debt; or

(*b*) makes redeemable or qualifies a duly stamped transfer, intended as a security, of any registered stock or marketable security;

it shall be deemed to be an agreement or memorandum of agreement chargeable with duty under Article No. 5 of Schedule I.

"(2) A release or discharge of any such instrument shall be chargeable with the like duty, and not with any *ad valorem* duty."

Amendment of section 26, Act II, 1899.

4. In section 26 of the said Act, for the first proviso the following proviso shall be substituted, namely:—

"Provided that, in the case of the lease of a mine in which royalty or a share of the produce is received as the rent or part of the rent, it shall be sufficient to have estimated such royalty or the value of such share, for the purpose of stamp duty,—

(*a*) When the lease has been granted by the Secretary of State in Council, at such amount at the Collector may, having regard to all the circumstances of the case, have estimated as likely to be payable by way of royalty to the said Secretary of State in Council under the lease, or,

(*b*) when the lease has been granted by any other person, at twenty thousand rupees a year;

and the whole amount of such royalty or share, whatever it may be, shall be claimable under such lease."

5. In Section 29, clause (*a*), of the said Act, for the parenthesis "(Agreement to mortgage)" the parenthesis "(Agreement to secure loan by deposit of valuable security)" shall be substituted.

Amendment of section 29, Act II, 1899.

6. (1) For Article No. 6 of the first schedule to the said Act the following Article shall be substituted, namely:—

Amendment of schedule I, Act II, 1899.

'6 Agreement to secure money advanced or to be advanced by way of loan, or an existing or future debt, (1) by the deposit of title-deeds or other valuable security (not being stock or a marketable security), or (2) by the hypothecation, pawn, or pledge of moveable property,—	
(*a*) when such loan or debt is repayable on demand or more than three months from the date of the instrument, evidencing the Agreement;	The same duty as a Bill of Exchange [No. 13 (*b*)] for the amount secured.
(*b*) when such loan or debt is repayable not more than three months from the date of such instrument.	Half the duty payable on a Bill of Exchange [No. 13 (*b*)] for the amount secured."

Exemptions.

(1) Letter of hypothecation accompanying bill of exchange.

(2) Instrument of pledge or pawn of goods if unattested."

(2) In the entry immediately following Article No. 28, and also in the entry following Article No. 30, of the said schedule, for the words "by way of equitable mortgage" the words "to secure loan by deposit of valuable security" shall be substituted.

(3) In Article No. 40 of the said schedule, for the words and figure "an Agreement to mortgage (No. 6)" the word "A" shall be substituted, and from the exemption "(3) Instrument of pledge or pawn of goods if unattested" shall be omitted.

(4) In Article No. 55 of the said schedule, after the word "instrument" the following parenthesis shall be inserted, namely:—

"(not being such a release as is provided for by Section 23A)."

CHAMBER OF COMMERCE,

BOMBAY, 8th April 1904.

To the SECRETARY to GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

SIR,—Under the instructions of the Committee of Bombay Chamber of Commerce, I have the honor to acknowledge the receipt of your letter No. 2186 of 19th March last, together with a copy of the Bill to further amend the Indian Stamp Act, 1899, with statement of objects and reasons.

The Bill has been duly considered by the Committee, and I am to say that the proposed amendments appear to them to be unobjectionable.—I have, &c.,

C. H. ARMSTRONG, Chairman,
FREDERICK NOEL-PATON, Secretary.

REDUCTION OF STAMP DUTY.

No. 7672 OF 1904.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 7th October 1904.

From the ACTING UNDER-SECRETARY to GOVERNMENT of Bombay,

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—Adverting to the correspondence ending with your letter, dated 6th October 1903, on the subject of reduction of stamp duty on fire insurance policies, I am directed to state that the Govern-

ment of India have intimated that the system which they are now disposed to adopt for the taxation of these documents is outlined below :—

(*i*) The stamp duty on fire insurance policies shall be fixed at eight annas when the sum insured is less than Rs. 5,000, and at one rupee when the sum insured is Rs. 5,000 or more ;

(*ii*) A separate duty, exclusive of the receipt stamp duty at present payable, shall be levied upon receipts for premiums, or portions of premiums, paid in respect of such policies ; but the first premium receipt given after the execution of a policy shall be exempt from this special stamp duty. The duty leviable shall be four annas when the sum insured is less than Rs. 5,000, and eight annas in all other cases. The duty shall be paid by means of stamps impressed on, or affixed to, the premium receipts ;

(*iii*) The liability to stamp fire insurance policies and premium receipts shall be imposed upon the Insurance Companies.

2. It will be observed that, under the scheme suggested, the incidence of the stamp duty at present levied will be materially reduced in practically all cases, and that small fixed duties will be substituted for the present *ad valorem* rates. The Government of India are of opinion that, under an arrangement such as has been proposed, it is essential to impose the liability for stamping the documents upon the Insurance Companies ; and as this liability has already been voluntarily assumed by the Companies in the majority of cases, and as the incidence of the duty will be materially reduced, they consider that no objection can reasonably be taken to the proposal on this account. They are also of opinion that the scheme now suggested will secure a more equal incidence of the duty than obtains under the existing system. The proposal to stamp premium receipts has been made in view of the practical difficulties which apparently exist in securing the return of original policies, on due date, for renewal. I am to request that you will be so good as to favour this Government with the views of the Insurance Companies on the scheme suggested by the Government of India for communication to that Government.—I have, &c.,

G. W. HATCH,
Acting Under-Secretary to Government.

CHAMBER OF COMMERCE,

BOMBAY, 16th November 1904.

G. W. HATCH, Esq., I.C.S., Acting UNDER-SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to acknowledge the receipt of your letter No. 7672 of the 7th October 1904, on the subject of reduction of stamp duty on Fire Insurance Policies.

I am to say that the Committee of the Chamber, while generally accepting the proposals of the Government of India as a great improvement on the present position, respectfully beg to suggest, for favour of consideration, that the Stamp Duty on Fire Insurance Policies should be fixed at 4 annas when the sum insured is under Rs. 15,000; annas 8 from Rs. 15,000 to Rs. 30,000, and one rupee when the sum insured is over Rs. 30,000, and the same on renewals.—I have, &c.,

C. J. MICHAEL,
Assistant Secretary.

APPENDIX E-6.

STAMPS ON INSURANCE POLICIES.

CIRCULAR No. 7.

GENERAL STAMP OFFICE,

BOMBAY, 25th May 1904.

MEMORANDUM.—The Government of India having directed this Department to furnish annually, in a prescribed form, information in respect to Insurance Policies stamped at this Office, the undersigned has the honour to request that on and from 1st June next, every time policies are sent from your office for stamping, they should be sent with a covering memorandum in the accompanying form duly filled in.

E. GRAY,
Superintendent of Stamps.

Memorandum for † *Policies.*

Nature of Insurance.*	Number of Policies.	Stamp duty on each policy.			Total stamp duty.			Amount insured.			REMARKS.
		Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	
Total ..											

* Insert "Original", "Renewal" or "Re-Insurance."

† Insert "Marine", "Fire", "Life" or "Accident."

Telegram, dated 3rd June 1905, from the Bombay Chamber of Commerce, to the Government of India, Department of Finance and Commerce :—

"Committee, Bombay Chamber of Commerce, respectfully invite attention to instructions given to Stamp Office, Bombay, to obtain annually, in prescribed form, certain information in respect of Insurance Policies stamped at that office. Committee submit that compliance with last but one column of memorandum requiring particulars of amount insured would cause considerable delay and inconvenience to merchants and banks, inasmuch as Marine Policies are often wanted in a hurry, and Marine Companies consequently keep in hand a large supply of stamped forms for immediate use. Committee would ask that orders be suspended in respect of this column pending further consideration of the matter, and that telegraphic instructions be sent to Stamp Office not to press for information meanwhile."

CHAMBER OF COMMERCE,
BOMBAY, 3rd June 1904.

To the SECRETARY, GOVERNMENT of INDIA,
FINANCE and COMMERCE DEPARTMENT, Simla.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been called to the accompanying copy of Circular No. 7, dated 25th May 1904, issued by the Superintendent of Stamps in Bombay, and particularly to the last but one column in the appended memorandum.

Representations have been made to this Chamber that the despatch of Marine Insurance business would be much retarded if the particulars under this column were insisted upon, and the Committee of the Chamber, viewing the matter in the same light, have instructed me to despatch the attached telegram to your address. This I had the honour of doing this afternoon, and in now confirming the message, I am to beg that the matter may receive favourable consideration, and that Government may be pleased to suspend the orders in respect of the column in question, pending further and careful consideration of the matter.

The Committee of the Chamber would take this opportunity of respectfully suggesting, for the consideration of the Government of India, the desirability, in such cases, of first consulting those immediately concerned prior to the issue of orders such as those under reference, and would beg to point out that returns of the nature now ordered, unless they serve a very useful purpose, which, in the case under notice, does not seem apparent, only add to the many detailed particulars of a Merchant's Office.—I have, &c.,

C. H. ARMSTRONG, Chairman,
C. J. MICHAEL, Asst. Secretary.

No. 3633-S.R.
GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.
SIMLA, the 4th June 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your telegram, dated the 3rd June 1904, regarding the supply of certain information in respect of Insurance Policies stamped at the Stamp Office,

Bombay. I am to say that the telegram will be submitted for the consideration of the Government of India,—I have, &c.,

J. CAMPBELL,

Under-Secretary to the Government of India.

No. 3715-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT,

SIMLA, the 9th June 1904.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 3rd June 1904, on the subject of certain instructions issued by the Superintendent of Stamps, Bombay, for the supply of information in respect of Insurance Policies. I am to say that your letter will be submitted for the consideration of the Government of India.—I have, &c.,

J. CAMPBELL,

Under-Secretary to the Government of India.

No. 4849 OF 1904.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 25th June 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the letter, dated 3rd June 1904, from the Chamber of Commerce to the Government of India, objecting to certain instructions issued by the Superintendent of Stamps, Bombay, regarding the information to be furnished to him when Marine Insurance Policies are sent for stamping at his office, I am directed to forward, for the information of the Chamber, a copy of a Circular, No. 3035, dated 15th June 1904, issued by the Superintendent of Stamps. It will be seen that the original instructions have now been modified so as to obtain the requisite information in monthly or bi-monthly statements as it suits the convenience of the Agents of Marine Insurance Companies.—I have, &c.,

G. KEATINGE,

Under-Secretary to Government.

CIRCULAR No. 9.

No. 3035 OF 1904.

GENERAL STAMP OFFICE,

BOMBAY, 15th June 1904.

MEMORANDUM.—In continuation of this Office Circular No. 7, dated 25th May last, the undersigned has the honor to state that it has been brought to his notice that it has been usual with Marine Insurance Offices to stamp policies and issue them from time to time as business is offered and that therefore difficulty is experienced in filling in column 5 of the statement issued with the above Circular when policies are sent for stamping. The undersigned, therefore, requests that the necessary information with regard to policies of this class may be supplied either in monthly or bi-monthly statements as it suits the convenience of the Agents.

E. GRAY, Superintendent of Stamps.

APPENDIX E-7.

IMPORT DUTIES ON TRADE CIRCULARS AND PRICE LISTS.

LONDON CHAMBER OF COMMERCE,

29th March 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

Import Duties on Manufacturers' Circulars and Price Lists.

DEAR SIR,—I enclose, for your information, copy of letter addressed to the Secretary of State for India on behalf of the manufacturers' Section of this Chamber with the approval of the Council, respecting the difficulties placed in the way of the distribution by post of the circulars and price lists of British Manufacturers.

I am to express the hope that if your Chamber agrees with the representations contained therein, you will give the same your valuable support.—Yours faithfully,

KENRIC B. MURRAY, Secretary.

COPY.

LONDON CHAMBER OF COMMERCE,
18th March 1804.

The RT. HON. W. ST. JOHN BRODRICK, M.P.,
H. M. SECRETARY of STATE for INDIA, INDIA OFFICE,
WHITEHALL, S. W.

Import Duties on Manufacturers' Circulars and Price Lists.

SIR,—The Manufacturers' section of this Chamber, at its last meeting, considered a number of complaints as to the action of the Customs of Canada, India, and the Commonwealth of Australia, in levying duty on trade catalogues and price lists sent by British firms to these countries. After full consideration the manufacturers' section unanimously passed the following resolutions which have since been confirmed by the Council of the Chamber :—

"That in the opinion of this section it is desirable that the "Agents-General for the Colonies, the Secretary of State for "India, the High Commissioner for Canada, the Colonial Cham- "bers of Commerce and/or Boards of Trade of the Empire, be "approached with reference to the unsatisfactory position "of British manufacturers desiring to circulate their trade "catalogues in the Colonies owing to the onerous re- "gulations in regard to, and the levying of duty on, advertis- "ing matter sent by post from Great Britain, and that it is "desirable, in the interests of trade within the British Empire, "that advertising matter in the form of trade catalogues or "circulars should be admitted free of duty when sent in single "copies to addressees in the Colonies."

"That in the opinion of this section the free admission of "trade catalogues and circulars would be of mutual benefit to "trade within the Empire, and assist in its development, and "that it would result in a larger revenue being obtained from "such increase of trade as would fully compensate the various "Colonial Governments for any loss of revenue in the re- "mission of the duty as suggested."

The principal grounds of complaint are: (1) That the Colonial Governments have not made any arrangement whereby it would be possible for British firms to prepay the duty on this side, and (2) that when trade circulars reach the Colonies, they are stopped by

the customs, and a note sent to firms interested that so many of their trade circulars have been detained, and will be delivered on the payment of the amount of duty involved. This action on the part of the Customs Authorities acts very detrimentally to trade between Great Britain and her Colonies, and causes serious expense to British firms, as in many cases the detention of the catalogues means the loss of the season or market. It is further submitted that the imposition of the duty tends to restrict trade, and that the abolition of such duty would be of mutual benefit both to British exporters and to firms in the Colonies, as a much larger number of these catalogues would be sent. The increased distribution of these catalogues would probably result in a larger revenue being obtained from the sale of commodities which, it is believed, would fully meet any loss of revenue caused by the abolition of the duty on the catalogues.

In submitting the resolutions referred to above for your consideration, I am to express the hope that it may be possible for such measures to be taken by the Government of India as will procure either the abolition of the duties or the provision of facilities on this side for British firms to prepay the Customs Duties, and so obviate any detention on the other side.—I am, &c.,

KENRIC B. MURRAY, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 22nd April 1904.

To the SECRETARY, LONDON CHAMBER of COMMERCE,
OXFORD COURT, CANNON STREET, LONDON, E.C.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 29th March, forwarding copy of a communication addressed by your Chamber to the Secretary of State for India respecting the difficulties placed in the way of the distribution by post of the circulars and price lists of British manufacturers.

I am to say that the Committee of the Bombay Chamber of Commerce will be pleased to support your representation should the question be submitted to them by Government.—I am, &c.,

C. J. MICHAEL, Asst. Secretary.

No. 4528-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, the 15th July 1904.

From the UNDER-SECY. to the GOVT. of INDIA,

To the SECRETARY, BENGAL CHAMBER OF COMMERCE.

SIR,—In continuation of my letter No. 3078-S.R., dated the 13th May 1904, I am directed to inform you that the representation made by the London Chamber of Commerce regarding the levy of import duty in India on single copies of trade catalogues and price lists transmitted by post from the United Kingdom has been carefully considered by the Government of India.

2. The Chamber has been misinformed in respect of both the points regarding which complaints have been made. No duty is levied in this country on single copies of trade catalogues or circulars transmitted by post, and it has been ascertained that no cases have occurred in which packets arriving by post, and containing advertising matter, have been detained for the purpose of levying customs duty. The Chamber is also incorrect in assuming that no arrangements have been made for the prepayment of the customs duty leviable in India on articles transmitted by post from the United Kingdom. In view of the importance which the Government of India attach to affording all reasonable facilities for the development of trade, however, they have decided to admit in future, free of duty, all trade catalogues and circulars imported into British India by packet, book, or parcel post.—I have, &c.,

J. CAMPBELL,

Under-Secretary to the Government of India.

Copy forwarded to the Secretary, Bombay Chamber of Commerce, for information.

By order, etc.,

J. CAMPBELL,

Under-Secretary to the Government of India.

APPENDIX E-8.

CUSTOM HOUSE ORGANIZATION—EXTRA FEES ON HOLIDAYS.

CHAMBER OF COMMERCE,

BOMBAY, 14th April 1904.

To the COLLECTOR OF CUSTOMS, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to inform you that representations have been made to them regarding the practice observed in the levy of fees for the preparation of customs passes on those Bank holidays on which the Custom House is open for urgent work till 2 p.m. It is stated that the fee in question is one of Rs. 20-8-0, and that when it is paid by the Ship's Agent, the single fee covers all the shippers preparing customs passes for that ship; but that when the fee is not paid by the Ship's Agent, a separate and additional full fee of Rs. 20-8-0 is levied from each shipper.

2. I am directed to submit that in cases of the latter kind the fees collected are excessive; and I am to enquire whether you would not consider it reasonable to limit the fee leviable from each shipper to five rupees.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. C-4849 OF 1904.

BOMBAY CUSTOM HOUSE,

25th April 1904.

FROM the COLLECTOR OF LAND REVENUE,

CUSTOMS and OPIUM, Bombay,

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter, dated 14th instant, on the subject of the levy of fees for the preparation of customs passes on those Bank holidays on which the Custom House is open for emergent work till 2 p.m. You point out that a single fee of Rs. 20-8-0 when paid by the ship's Agent covers all the shippers preparing passes for that ship; but that

when not paid by the agent, a fee of Rs. 20-8-0 is levied from each individual shipper. Your Committee represent that the fee in cases of the latter kind is excessive, and suggest that the rate be limited to Rs. 5 for each shipper.

2. In reply I beg to point out that the adoption of the rate suggested by you would be against the order of Government who have all along fixed the scale of remuneration according to the number of officials employed. The scale at present sanctioned is—

Rs. 10 for each Appraiser.
Rs. 10 for each Clerk.
Annas 8 for each peon.

3. I have the honor to further point out that the fees charged by this Custom House are determined not with reference to the amount of work done but by the number of officials told off for duty. For instance a single shipping bill requires the presence of—

(1) An Appraiser,
(2) A Clerk,
(3) A Peon,

and means a fee of Rs. 20-8-0. Of course I admit that these officials can dispose of more than one shipping bill, and it is on this consideration that a fee of Rs. 20-8-0 only is charged against a Ship's Agent, irrespective of the number of shipping bills completed for that ship.

4. The difficulty arises when the Ship's Agent does not pay the fees. The levy of a fee lower than Rs. 20-8-0 is not possible for reasons stated in para. 2 above ; and although the fee paid by the first shipper would, if paid by the Ship's Agent, cover all shipping bills presented subsequently, yet the benefit of his payment cannot be extended to the other shippers for the reason that such a course would be tantamount to making one merchant pay for the work of other merchants, and would obviously be unfair. As a consequence a separate fee has to be levied from each shipper.

5. Further, the adoption of the fee recommended by your Committee is not feasible, as the following consideration will show. Assuming that only one shipping bill is put in, and this is not

altogether an unlikely contingency, then the officers of the Customs House will not get their remuneration according to the scale fixed by Government.

6. You will accordingly see that under the circumstances detailed above the adoption of the suggestion of your Committee is not practicable. But in order to make the payment of fees as little burdensome as possible, I would suggest that shippers should arrange with the Ship's Agent for the payment of fees. Such an arrangement would both remove the hardship felt by the shippers and obviate the necessity for a modification in the scale of fees now in force.—I have, &c.,

E, GRAY,
Collector of Customs and Opium.

CHAMBER OF COMMERCE,

BOMBAY 5th May 1904.

To the COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to acknowledge the receipt of your letter No. C-4849 of the 25th ultimo, on the subject of the levy of fees for the preparation of Customs passes on those Bank holidays on which the Custom House is open for emergent work till 2 p.m.

Your letter has had the careful consideration of the Committee, and they now direct me to suggest, for your consideration, the institution of a system of refunds in cases where the Custom's fee is paid by individual shippers; a small charge, say 8 annas, being levied on each shipper by a particular steamer for the extra labour involved. For instance, the charge to say 10 shippers at Rs. 20-8-0 each would be Rs. 205-0-0

Deduct Custom's fee	Rs. 20-8-0
„ Extra fee on 10 Shippers at 8 annas each	Rs. 5-0-0
	Rs. 25-8-0

Amount to be refunded equally among 10 shippers Rs. 179-8-0

As regards the suggestion in para. 6 of your letter, the Ship Agents will only pay the fee if the ship is leaving port within two or three days and urgently needs cargo. For ships which are not near completion of their loading, the Agents will not pay nor is it at all likely that shippers could arrange for them to make the payment on their account. It often happens however that shippers for various reasons must pass their cargo into the Docks, and the fee for this is, my Committee think, excessive.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

No. C-7718 of 1904.

BOMBAY CUSTOM HOUSE,

24th June 1904.

To The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter, dated 5th May 1904, on the subject of fees for the preparation of Customs Passes on Bank Holidays on which the Custom House is open for emergent work till 2 p.m., I have the honour to observe as follows :—

2. The system of refunds suggested in your letter is open to practical objections, the chief of which is that it would tend to frustrate the object for which the charge of fees was instituted. Under the Chamber's suggestion, the larger the number of shipping bills or documents presented the smaller will be the incidence of the fees on each shipper, and consequently the smaller will be the necessity for limiting, reducing and minimising the work demanded from this Department. Further, it is obvious that a system of refunds will necessitate a new corresponding system of accounts.

3. Again, it seems manifest, from the last para. of your letter under reply, that the work in respect to which reduction of fees is asked for, cannot in reality be of so urgent a nature as is represented; were it of such an imperatively urgent character, the Ships' Agents would pay the fees and so reduce the cost, but Agents naturally refuse to incur fees in respect of cargo which will not be taken on board until some days later, when the same cargo can be loaded wihout fees.

4. Lastly, inasmuch as under the system of fees now in force the balance of the fees after payment of fees to the individual members of the staff concerned is credited to Government, the system now proposed by the Chamber would entail a loss of an appreciable increment to Government in the course of time, and this Department could not therefore sanction such a step without the consent of Government. I regret therefore that, as at present advised, I am not prepared to recommend Government to adopt any change in the direction indicated by the Chamber.

5. I regret the delay which has occurred in answering your letter, and which has been due to the papers having been accidentally mislaid for some two or three weeks.—I have, &c.,

E. GRAY,

Collector of Customs and Opium.

APPENDIX F-1.

NAGDA-MUTTRA RAILWAY.

CHAMBER OF COMMERCE,
BOMBAY, 22nd December 1904.

To the SECRETARY to GOVERNMENT,
PUBLIC WORKS DEPARTMENT,
(Railway Branch), Bombay.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been drawn to an announcement made in the daily press in the following terms :—

The Secretary of State has sanctioned the construction of a broad-gauge line from Nagda to the crossing of the Chumbal river, a distance of 141½ miles, as part of the Nagda-Muttra Railway.

2. It is almost unnecessary to say that the construction of the Nagda-Muttra line has long been advocated by this Chamber and by the entire public opinion of Bombay as a public work of the greatest importance to this side of India. As such it was long ago recognised by Government, and after a period of almost unaccountable neglect, it was more recently restored ostensibly to its proper place among the lines to be constructed. It was understood that in the execution of the work, regard would be had to the principle, repeatedly affirmed by Government, that when a work is begun, it is expedient, even on financial grounds alone, that funds should be made available for its speedy consummation.

3. My Committee had therefore been disappointed by the estimated yearly provision for the line in question, as shown in the appendix to the Railway Administration Report, dated 21st May last. They were still further discouraged by persistent and apparently well-founded rumours that even the figures then shown were likely in practice to be greatly reduced. And the telegram now received seems to confirm their misgivings.

4. It is felt that if so little is to be actually accomplished in the next three years, there remains an almost indefinite prospect of serious failures in the transport of goods over the existing lines.

This line has been recommended not only on the ground of its opening up the Chumbal Valley, but also with a view to its furnishing a direct short route to the north, independent of certain sections of railway upon which serious difficulties appear at times to be encountered by traffic destined for Bombay. And my Committee desire me to point out that, if it is a principle in respect of ordinary railways that a work when once begun should be prosecuted without intermission and completed without delay, that principle applies with double force to a line one-half of whose functions are entirely untouched until the last yard has been constructed and the new work has been coupled up with the other systems at both ends.—I have, &c.,

C. H. ARMSTRONG, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 174 of 1905.
P. W. Department, Railway Branch,
Bombay Castle, 18th January 1905.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to acknowledge the receipt of the Chamber's letter, dated the 22nd December 1904, on the subject of the need for the early completion of the Nagda-Muttra Railway.

2. In reply, I am to state that the Chamber's fear that, if the whole of the Nagda-Muttra line is not completed at an early date, there is an almost indefinite prospect of serious failure in the transport of goods over the existing lines, *i.e.*, presumably over the R.-M. and G. I. P. Railways, appears to Government to be based on a misapprehension of facts.

(*a*) *As regards the R.-M. Railway.*—A very large sum has been expended in recent years in lengthening existing, and providing additional sidings at many stations on the line to enable it to deal easily with a very heavy traffic, and, as a matter of fact, the line is at present carrying a very large traffic without undue delay. The busiest section on the line is between Jaipur and Sanganer to the north of Phulera, and the position in this respect will be greatly improved by the opening at an early date of the Rewari-Phulera Chord.

(b) *As regards the G. I. P. Railway.*—In his note, dated 24th October 1903, on the Chamber's representation of 1903, the Consulting Engineer for Railways pointed out that the prevention of congestion on that railway, such as occurred in 1902-03, would, in the future, be primarily provided against by the doubling of the most congested section, *i.e.*, the length between Khandwa and Itarsi, and by the provision of adequate terminal facilities in Bombay. The Khandwa-Itarsi doubling is nearing completion; the contemplated facilities in Bombay are in hand, while the construction of the Harbour Branch Railway will probably be commenced without much more delay. In addition to these main works, there have also been numerous sanctions under the head "wayside stations," "refuge sidings," and "enlargement of congested yards;" an enormous amount of additional goods stock has been sanctioned; a large number of new powerful engines are being obtained in replacement of old ones, and also a considerable number of additional engines on Capital Account. It appears to Government, therefore, that when these improvements and facilities are provided, there will be no prospect for some time to come of congestion of traffic on the G. I. P. Railway System unless perhaps of quite temporary or local nature.

3. The budget grant for the G. I. P. Railway System for the current year is 129 lakhs; the demand for 1905-06 is 105¾ lakhs, and it is not likely that the demand for 1906-07 will be much less. In view of these large demands for the G. I. P. Railway System alone during the current and subsequent years, Government are not in a position to urge the Government of India to make larger allotments for the Nagda-Muttra line than what might be permissible in view of similar demands on other open lines, and also of the needs of other provinces of the Empire for new lines to open out their undeveloped tracts. The estimate of the expenditure on the Nagda-Muttra line will doubtless be revised at the time of the next financial statement, and Government are sure that the Government of India fully recognise, with the Chamber and themselves, that it is obviously in the best interests both of Government and the public to finish

the construction of the Nagda-Muttra line, like that of any other line which may be commenced, in as short a time as possible consistently with the ability of the Government of India to arrange for the requisite funds.—I have, &c.,

J. S. BROWN,
Officiating Secretary to Government.

APPENDIX F-2.

RAILWAY RECEIPTS AS NEGOTIABLE INSTRUMENTS.

BOMBAY, 25th April 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Under the instructions of my Managing Committee, I beg to solicit the favor of your views and opinion on the following questions:—

(*a*) That as a matter of fact the mercantile community frequently advance as much as 80 or 90 per cent. of the value of the goods upon the mere endorsement over of a Railway receipt, and endorsements on such Railway receipts are recognized by Railway Companies and deliveries given accordingly. But owing to the conflicting decision of the Courts in the case when an unpaid vendor were to stop his goods *in transitu*, will their claim thereto hold good in a Court of Law? And have you sought any legal advice thereon?

(*b*) You are aware that the Bill of Lading and the Railway receipt quite resemble to each other so far their origin and primary significance are concerned. But notwithstanding this the former is declared as instrument carrying a title to property, while the latter is not; probably because the custom of the merchants in regard to this has not been recognised by the Courts of Law in India as is the case with the former in England. But in the opinion of my Committee it is of utmost importance that the Railway receipt should be rendered a negotiable and transferable instrument also carrying a title to

property when regard is paid to considerable distances of the rail-borne trade in this country. If you, therefore, are in favor of the Railway receipt being rendered a negotiable, have you ever moved in the direction? and if you did, with what results?

(c) If diversity of opinion exists among the commercial community as to the advisability of declaring Railway receipts to be documents carrying a title to property, where does it exist? Can it not be apparent that the change is one which commends itself to the majority of traders throughout India?

(d) Supposing, however, that a general consensus of opinion in favour of the proposal be evidenced, can there be still very weighty objections (from Railway Companies and others) to the course if proposed to be adopted?

2. My Managing Committee will thank you to kindly do the needful at your early convenience, and I trust, as the matter is of vital importance, it shall have due consideration at the hands of your Committee.—I am, &c.,

NARANJI HARIBHAI, Honorary Secretary,
Grain Merchants' Association.

CHAMBER OF COMMERCE,
BOMBAY, 12th May 1904.

The HON. SECRETARY, GRAIN MERCHANTS' ASSOCIATION, Bombay.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge the receipt of your letter of the 25th ultimo, suggesting that Railway receipts in India should, by law, be rendered transferable and negotiable instruments. You also ask for information on certain points connected with this matter.

Without entering into the details of your communication, I am to say that this question has been before the Chamber for many years, and that successive Committees have, in the past, advocated legislation, not only to regulate more definitely the respective rights and liabilities of the public and the various Railway Administrations under these documents, but also to render them transferable

and negotiable instruments, carrying a title to property in the same way as Bills of Lading. In recent years, however, the Committee have abstained from addressing Government in this matter, as it transpired that legislation, if undertaken in the direction indicated, would increase the responsibility of Railway Administrations without any corresponding advantage. The question, as you will understand, is a difficult one; and as Government now-a-days are acquiring the larger railway systems in India, they are not, the Committee think, likely to favor legislation which might largely increase their responsibilities. I am to refer you to the Chamber's Report for 1890 which contains a lengthy correspondence on the subject, and to say that the Committee will, if you desire, be glad to place a copy at your disposal, and will be pleased to consider any suggestions you may care to make.—Yours, &c.,

C. J. MICHAEL, Assistant Secretary.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX H-1.

TELEGRAPH FORMS.

FORMS TO BE ENLARGED.

CHAMBER OF COMMERCE,

BOMBAY, 12th September 1904.

To the DIRECTOR-GENERAL of TELEGRAPHS,

Calcutta.

SIR,—It has been represented to the Committee of the Bombay Chamber of Commerce that the telegram forms now in use for foreign and inland messages are too small for present day requirements, and that the spaces are barely sufficient for the more lengthy cipher words now permissible. Under the instructions of the Committee, therefore, I have the honor to submit, for your consideration, the accompanying skeleton form, and to say that if you can see your way to adopting it, the change would be welcomed by the mercantile community and the public generally.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

No. 4609.

CALCUTTA, the 21st September 1904.

To the ASSISTANT SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—In acknowledging the receipt of your letter, dated the 12th of September 1904, recommending that the telegram forms now in use for foreign and inland messages be made larger in size to suit the convenience of the mercantile community and public generally, I am directed to inform you that the matter will receive due consideration.—I have, &c.,

HUGH T. PINHEY,

Deputy Director, Traffic Branch.

CHAMBER OF COMMERCE,
BOMBAY, 6th December 1904.

To the DIRECTOR-GENERAL of TELEGRAPHS, Calcutta.

Size of Telegram Forms.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to invite your attention to my letter of the 12th September, and to request the favor of an early reply to it. I am to point out that the mercantile community find the small form very inconvenient.

The Committee instruct me to enclose a ruled pattern showing the size of spacing that would be required.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 8442-T.

CALCUTTA, 16th December 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 6th of December 1904, I am directed to inform you that the matter is receiving attention, and that it is hoped very shortly to introduce a slightly larger form to take 36 words, and ruled in three columns as suggested.—I have, &c.,

HUGH T. PINHEY, Deputy Director, Traffic Branch.

APPENDIX H-2.

TELEGRAPH FORMS.

PROPOSED ISSUE OF BOOKS OF FORMS.

No. 1009-F.

CALCUTTA 17th, May 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to request the favor of an opinion from your Chamber as to what may be considered the most convenient form in which to issue books of bound 'sent message' telegraph forms for purchase by the public.

2. I attach a sample of a page of the book now issued (100 forms in a book). It consists of a sent message form and a counterfoil, but I am given to understand that the counterfoil is not used by all firms, and that carbonic copies are preferred by some.

3. An early answer will oblige.—I have, &c.,

A. L. H. PALMER, *for* Director-General of Telegraphs.

CHAMBER OF COMMERCE,
BOMBAY, 30th May 1904.

To the DIRECTOR-GENERAL of TELEGRAPHS, Calcutta.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to acknowledge the receipt of your letter No. 1009 of the 17th instant, in which you ask for the opinion of the Chamber as to what may be considered the most convenient form in which to issue books of bound "sent message" telegraph forms for purchase by the public.

Enquiries instituted by the Committee show that mercantile houses in Bombay generally either press copy all their telegrams into a book or use carbon sheets, and that counterfoils are of no use to them. The Committee therefore consider that books containing forms only, without counterfoils, would be the most suitable.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

CALCUTTA, the 5th September 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to this office letter No. 1009-T., dated the 17th of May 1904, I am directed to inform you that, with a view to suit the convenience of the public who keep press copies or carbonic copies of the messages they despatch thereby rendering counterfoils unnecessary, it has been decided to introduce suitable books of sent message forms, both Inland and Foreign, without counterfoils at two annas per copy, and that the books will soon be available for sale to the public.—I have, &c.,

H. T. PINHEY,
Offg. Deputy Director, Traffic Branch.

APPENDIX H-3.

REUTER'S COMMERCIAL SERVICE.

CHAMBER OF COMMERCE,
BOMBAY, 3rd May 1904.

To the GENERAL MANAGER, REUTER'S TELEGRAM CO., LTD.,
Bombay.

DEAR SIR,—With reference to the interview which you had with the Committee of the Bombay Chamber of Commerce on the 9th March last, I am now instructed to forward to you a list of

suggestions in regard to various items at present cabled by your Company. I am to express the hope of the Committee that, in submitting these suggestions for the consideration of your principals in England, you will use your good offices in obtaining a reduction for this modified service. The subscription at present charged by your Company is Rs. 500 per annum. The Committee consider it should in future not exceed Rs. 300, and that the revised service should come into force from 1st July 1904.—Yours faithfully,

C. J. MICHAEL, Assistant Secretary.

BOMBAY CHAMBER OF COMMERCE.

REUTER'S TELEGRAMS.

Items.	*Suggestions.*
COTTON.	
LONDON DAILY TELEGRAM—	
Total Day's Sales on Spec. and for Export	Omit.
Total Day's Sales of East Indian.	Omit.
LONDON TELEGRAM—	
Additional Cotton Quotations...	Alter as under :—
	Fine M. G. Broach.
	„ „ Oomra.
	„ „ Bhownugger.
	„ Bengal.
	F. G. M. G. Khandesh. (Shipment months to be named.)
	Good Westerns cif. (Shipment months to be named.)
	F.G. F. Tinnevelley cif. (Shipment months to be named.)
	Fair Coconadas cif. (Shipment months to be named.)
LONDON WEEKLY TELEGRAM—	
Stock in London	Omit.
LIVERPOOL WEEKLY COTTON REPORT—	
Total sold on Speculation ...	Omit.
Total sold for Exportation ...	
Total actual Exports	
Surats, sold on Speculation ...	
Surats, sold for Exportation ...	

NEW YORK WEEKLY TELEGRAM—

Stock in New York	Add.
Stock in New Orleans... ...	

PIECE-GOODS AND YARN.

Manchester Shipments—Monthly Statement... ...	Retain, and add estimated Shipments, plain—bleached and unbleached—Cottons, *i.e.*, one figure for each port to be wired about the 10th of the month.
Cotton Piece-Goods, Twist and Yarns	

WHEAT.

White and Red Karachi and Tone	Omit.

FINANCE.

Belgian Franc Exchange ...	Add.
Exchange on India 30 d/st. ...	Once a week.
Discount: Fine Trade Bills 6 months...	Omit.

BANK RETURNS—

Total Bullion, Public and other Deposits, Government and other Securities, Notes and Gold	Omit.

SPECIE SHIPMENTS—

Silver to Madras and Ceylon ...	Omit.

METALS.

Belgian Bar Iron, Corrugated Sheets, Basic Steel and Tin Plates	Omit.

SUGAR.

German: Months. Tone ...	Omit.

RUBBER.

Para Rubber Fine hard cure spot	Omit.
Beef and Mutton Tallow ...	Omit.
Coffee	Omit.

FREIGHT.

Coals: Cardiff to Bombay, Canal.	Omit.

CIRCULAR TO MEMBERS.

CHAMBER OF COMMERCE,

BOMBAY, 3rd May 1904.

Reuter's Commercial Service.

With reference to the circular addressed to Members of the Chamber, under date 11th April 1904, the Committee, in accordance with various suggestions made by Members, have, as far as possible, revised the list of items which they consider should, in future, be cabled by Reuter. This list, a copy of which is sent herewith, has been forwarded to the local representative of Reuter's Telegram Company, Limited, with a recommendation that the revised service be introduced from 1st July 1904, and that the cost to subscribers should not exceed Rs. 300 per annum.

C. J. MICHAEL, Assistant Secretary.

REUTER'S TELEGRAM COMPANY, LIMITED,

BOMBAY, 4th May 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am in receipt of your letter of yesterday, enclosing list of suggestions made by your Committee, in regard to the various items telegraphed by this Company for its commercial service.

Your Committee I am afraid have overlooked the increase we have made in the cotton items, both from Liverpool and New York, since the cable rate was reduced, take for instance the Liverpool opening report, and have confined their deletions chiefly to those items which were not specially got out for Bombay, but which passing through our hands, we have issued here in case they might prove of interest to some subscribers.

It is impossible where the interests are so conflicting to please all, and therefore in trying to fall in with the views of one body of our subscribers, we may give dissatisfaction to others. But as regards any saving which the deletions your Committee have made, they would certainly not justify a reduction of the subscription to Rs. 300.

Your letter will be forwarded by the next mail to our Managing Director, at whose hands I am sure it will meet with every consideration.

If you can let me have one or two spare sheets, giving the omissions required, I shall feel obliged.—I remain, &c.,

H. W. WILLIAMS, General Manager.

CHAMBER OF COMMERCE,
BOMBAY, 5th May 1904.

To the GENERAL MANAGER, REUTER'S TELEGRAM COMPANY, LIMITED, Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 4th instant, with regard to the Chamber's suggestions about various items telegraphed by your Company for its commercial service.

Your communication was placed before the Committee at their weekly meeting yesterday afternoon, and I was directed to say that they regret their recommendations do not appear to you to justify a reduction in charge to the extent indicated in my last letter.

The Committee, however, would be glad if you would submit, for their consideration, a scheme for a modified service which, in your opinion, could, *with due regard to the interests of the Port*, be worked within the limit of the reduced subscription that has been suggested.

The accompanying spare sheets are forwarded as desired.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

REUTER'S TELEGRAM COMPANY, LIMITED,
BOMBAY, 21st June 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to your letters of the 3rd and 5th ultimo, embodying certain suggestions from the Committee of the Chamber of Commerce, regarding this Company's commercial service, I now beg to inform you that I am in receipt of the views of my principals in London on the subject.

2. I am desired to state that your communications and the papers which accompanied them have had their special attention,

for they have been really desirous of finding a solution in harmony with the expressed wishes of the Chamber, and consequently satisfactory to all its individual members.

3. When, however, they came to study the proposed modifications, the task was found to be far more difficult than was apparently imagined by those who formulated their views on the subject.

4. It is possible that we might be able to omit altogether two or three of the dozen items the Chamber are in favour of supressing, but we do not think that the balance could be withdrawn from our commercial service, without raising strong complaints from our subscribers in other centres than Bombay. No doubt the Bombay subscribers may retort that they do not want to pay for what interests other ports, but against this we would point out it is precisely the pecuniary support afforded by the subscriptions from these other centres that enables us to give the Bombay subscribers so much larger a service than their contributions would of themselves admit of.

5. A one-sided examination of and decision of the case wholly fails to meet the point, for the insignificant extra cost of the service so far as they are concerned, that is entailed by the few items they are ready to dispense with, is evanescent compared with the benefit they enjoy directly from the pecuniary assistance rendered by subscribers elsewhere to the service, for whom these few quotations have special interest, and who probably are indifferent to the bulk of the material required by Bombay.

6. The Company dwell on this point because it is the essential feature of the whole question, and our supporters, for whom we have the greatest regard, must do us the justice to follow us in this line of thought in order to appreciate the position as between themselves and the Company.

7. Did the matter rest wholly between Bombay and the Agency, and were the service conducted solely on the basis of the support received in Bombay, and, according to the exclusive requirements of that port, nothing would be easier than to adapt ourselves to the views of the Chamber of Commerce here, and we should be only too glad to defer to their wishes in all respects. Nothing of the sort however obtains, and the existing conditions are such as to prohibit such action on our part without perpetrating a gross

injustice to the legitimate interests and claims of others, who are equally staunch in their support of the Company.

8. It results, therefore, from the foregoing, that the few items we could omit would mean practically no saving whatever; on the contrary, if we were to include the additions suggested, the total expense to the Company would be considerably greater in future than it has been in the past.

9. The Company, therefore, regret extremely not to see their way to entertain the suggestion of the Chamber to reduce the subscription.

10. Their long connexion with that body naturally inspires them with the strongest wish to study the Chamber's feelings, and if the circumstances allowed of it, we would not flinch from a reasonable sacrifice in order to give the members of the Chamber of Commerce satisfaction. But it will be seen from the foregoing explanations the position in which we are placed, precludes our attempting to indemnify ourselves by corresponding economies effected by suppressing a portion of the information.

11. On the other hand to furnish a proof of our desire to meet the Chamber, and yet act with a due regard to the requirements of our customers elsewhere, we are ready to incur the further sacrifice imposed by incorporating the additional information scheduled in the list presented to us by the Chamber of Commerce, and we trust that this enterprise on our side will afford the Chamber a convincing proof of our appreciation of their support, and our readiness to do all that is possible to give effect to their wishes.

12. It should be remembered that although the tariff has been reduced, our service has been practically increased to a corresponding degree, and we have only to instance the way in which we dealt with the cotton crisis in New York, to illustrate the sacrifices we are ready to bear in order to meet the expectations of our supporters. We venture to assert that subscribers are now receiving the fullest possible return for their money, even making allowance for the dozen items which are declared to be of no value. Consequently if we throw the further news into the scale, which we are requested to send, we cannot but think that every fair-minded subscriber will recognise that we have dealt liberally with

the demands of the Chamber, and fully justified the solution put forward in lieu of the arrangement proposed by the Chamber of Commerce.—I remain, &c.,

H. W. WILLIAMS,
General Manager, Eastern Branch.

CHAMBER OF COMMERCE,
BOMBAY, 6th July 1904.

To the SECRETARIES, CHAMBERS of COMMERCE,
Bengal (Calcutta), Madras and Karachi.

DEAR SIR,—In March 1902, the General Manager in Bombay of Reuter's Telegram Company, Limited, enquired of the Committee of the Bombay Chamber of Commerce as to the best manner in which advantage could be taken of the reduction of telegraphic rates to Europe in respect to the trade information telegraphed from Europe and furnished by them to their subscribers. The alternatives presented were:—(*a*) that the rate of subscription be reduced, the information remaining as before, or (*b*) that the subscription remain as before, and the information be amplified. Assuming that the latter alternative would be preferred, they wished to know in what particular section of trade the amplification of information ought, in the opinion of the Committee, to be made.

2. The majority of the Committee, however, preferred a reduction of the rate of subscription, and informed Reuter's Telegram Company to this effect. As no further steps had apparently been taken in the matter, the Committee, in a letter dated 24th June 1902, enquired of the Company as to what decision had been arrived at by them on the subject. In reply the Committee were informed that the Company had considerably amplified the Commercial Service received from London.

3. In the early part of the year the attention of the Chamber was called to the constant delays and inaccuracies in the Service, and the matter was discussed at a special meeting of the Committee held on 3rd March 1904. As the result of their deliberations and of a conference with the General Manager of Reuter's Telegram Company, the Committee decided to recommend that, with a view to greater accuracy and expedition as well as economy, the number of items telegraphed should be modified.

4. The Committee's suggestions on various items were embodied in the accompanying statement* (1) and members of the Chamber were asked, by Circular dated 13th April, to favor the Committee with any further suggestions which they might desire to submit, bearing in mind the object had in view.

* *Note.*—This statement must be read in conjuction with the printed list of items at present furnished by Router, Enclosure 2.

5. At a later date, the Committee, in accordance with the replies received from members to their Circular, drew up a list of suggestions in regard to various items at present cabled by Reuter, and in forwarding this list (a copy of which is attached No. 3) the Committee expressed the hope that the matter would receive the favorable consideration of the representatives of Reuter's Telegram Company in London, and that they would see their way to introducing the revised service from 1st July 1904 (on the lines suggested by the Chamber) at a reduced cost of Rs. 300 per annum.

6. A reply has now been received from Reuter's Telegram Company conveying the views of their principals on the subject, and a copy of this is attached (No. 4).

This communication does not appear to my Committee at all satisfactory, but before proceeding further they desire, in the first instance, to obtain the views of the Chambers of Commerce of Calcutta, Madras and Karachi, to see how far the items this Chamber desire omitted are valued by other subscribers.

7. I am therefore instructed to ask you to be good enough to favor me with the opinion of your Committee on the points raised by this Chamber, so that if considered advisable a joint representation may be made to the Company to bring the subscription into line with the reduced cost of telegraphing—a charge which may shortly again be lowered.

8. In recommending the omission of certain items which are presumably supplied to all subscribers—such as quotations for Iron and Steel, German Sugar, etc.,—my Committee were of opinion that the prices telegraphed are not sufficiently accurate to be of any use, and that so far as actual business is concerned the information is valueless.

It is therefore considered desirable by the members of this Chamber to revert more or less to the items telegraphed before the

increased service was inaugurated, and if it should be found that this is the wish of subscribers generally throughout India, it is to be hoped the Company will see their way to meet the wishes of their clients rather than create possible competition.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

MADRAS CHAMBER OF COMMERCE,
MADRAS, 1st August 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In reply to your letter of the 6th ultimo, I beg to inform you that this Chamber is satisfied with the list of quotations at present supplied by Reuter, and does not consider that it would be desirable to curtail it, but would be glad to join in a representation to the Company with a view to endeavouring to obtain some reduction in the subscription to the Commercial Service without such curtailment.—I remain, &c.,

GEORGE G. ARBUTHNOT, Chairman.

No. 1184 of 1904.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 2nd August 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

Proposed Revision of Reuter's Commercial Telegram Service.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 6th July, enclosing copies of correspondence with the General Manager, Eastern Branch, Reuter's Telegram Company, Limited, Bombay, and other papers, and dealing at length with certain proposals made by the Committee of your Chamber to Reuter's Agency for the revision of the information contained in their commercial telegrams, and for a reduction in the amount of annual subscription. The Committee note from your letter and its enclosures that the response made by Reuter's Agency to your representation has not been satisfactory on either point, and that you now desire to obtain the views of this Chamber and also of the Chambers of Madras and Karachi.

The Committee of this Chamber have studied very carefully the contents of your letter, and also the suggestions made for the

revision of the services, as disclosed in the copies of the circulars addressed to your members, and also in the copy of letter of 21st June from the General Manager of Reuter's Agency, declining to accede to your Committee's proposals. After giving the fullest consideration to the matter, the Committee feel bound to admit that the argument on which Reuter's Head Office, in London, bases its refusal to modify the information now supplied in the commercial telegrams at the request of an individual Chamber, seems to be not only a strong but a sound one, and it appears to them rather a pity that the other Indian Chambers were not consulted before any representation was made. As Mr. Williams points out, alterations in the information supplied could hardly be made without causing dissatisfaction in other mercantile centres.

The Committee of this Chamber are of opinion that it would hardly be possible for the different Indian Chambers to combine with regard to proposals for the alteration of the information now supplied, especially in connection with the elimination of different items or quotations. On the other hand a combination might be possible for the purpose of obtaining a reduction in the rate of annual subscription in regard to which no doubt all parties would be agreed. The Committee are inclined to think that with the reduced rates now in operation for Foreign telegrams, the time has probably come for such a movement. With regard to the revision of the commercial telegrams themselves, the matter appears to the Committee to lie entirely between Reuter's Agency and their subscribers in different ports, and individual interests are so varied that not only would recommendations have to be made with special regard to the needs of each port, but also to the individual interests represented at each port. So far as Calcutta is concerned, the eliminations proposed by your Committee appear too numerous, and although the items in question may not be of interest to the mercantile community in Bombay, they probably are of interest in other trade centres, and there would be dissatisfaction here if most of them were dispensed with. The Committee of course do not wish it understood that they think there is no room for improvement in Reuter's commercial telegrams, but they regard this as a matter more for settlement between the Company itself and its subscribers than by means of representations from Chambers of Commerce.—Yours faithfully,

W. PARSONS, Secretary.

No. 265 OF 1904.

CHAMBER OF COMMERCE,
KARACHI, 17th August 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have the honour to acknowledge receipt of your favor of 6th July last, requesting an expression of opinion by my Committee on the points raised by your Chamber in the correspondence with the General Manager in Bombay of Reuter's Telegram Company, Limited, as to whether, owing to the reduction of telegraphic rates, (1) the rates of subscription to their daily trade telegrams should be reduced, or (2) the subscription remain as before and the information be amplified.

In reply, I am directed to inform you that the number of members of this Chamber using these telegrams is very limited. My Committee, however, have given the matter their consideration, and approve the suggestions made by you with the following exceptions :—

(1) The quotations for red and white Karachi wheat should remain.

(2) The item "forwarded to consumers" in the weekly cotton report, both Americans and Surats, might be omitted.

(3) It is not necessary to add estimated shipments of Manchester goods (plain-bleached and unbleached) every month ; such figures could hardly be reliable.

—Yours faithfully,

J. S. COUPER, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 18th August 1904.

To the SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

Reuter's Commercial Telegram Service.

DEAR SIR,—I have placed before the Committee of the Bombay Chamber of Commerce your letter No. 1184 of the 2nd August, in reply to their communication of the 6th July, bearing on the question of a revised commercial telegram service through Reuter's Agency, and of a corresponding reduction in the amount of annual subscription now charged to subscribers in Bombay.

2. I am in the first place to express regret that the Bengal Chamber of Commerce has not viewed the matter in the same light as my Committee, and that their proposal does not commend itself to your Chamber. This is disappointing and discouraging, as in addressing other Chambers on the subject the Committee hoped to secure unanimity in order to strengthen their representations for a reduced subscription. It has been recognised here for some time that for the present service a subscription of Rs. 500 is out of all proportion to the actual value received, many of the items supplied being really of no interest or use to Bombay merchants. It is felt that an annual subscription of Rs. 300 would be a fair charge if the service was limited more or less to items which are of real value.

3. In regard to your remark that ....." a combination might be possible for the purpose of obtaining a reduction in the rate of annual subscription, in regard to which no doubt all parties would be agreed," I am to say that the Committee fear the Company will not entertain any such proposal unless there is a corresponding advantage to be gained by them. They think, however, that a reduction might be looked for if the Chambers of Commerce of Bengal, Madras, and Karachi agreed upon a curtailed service; and in this connection I am to say that if your Chamber will be good enough to submit a list of the items which you consider might be eliminated from the present service, the matter will again be considered with a view to a joint representation from the various Chambers of Commerce.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

No. 1431 of 1904.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 20th September 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

Reuter's Commercial Telegram Service.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 18th August, with further reference to the question of a revised Commercial Telegram Service through Reuter's Agency, and of a corresponding reduction in the amount of annual subscription now charged to subscribers.

2. Your letter received the careful consideration of the Committee of this Chamber at their last meeting, when they had before them an epitome of all the information transmitted to Calcutta by means of Reuter's telegrams for a period of one month. The Committee desire me to express their regret that they are unable at present to regard the matter, now under reference, in the same light as it is viewed by your Committee. I am desired to say that they do not feel in a position to recommend a list of items to be eliminated from the daily telegrams, as these messages are supplied to a very large constituency, including firms who are not members of the Chamber, and it would be extremely easy to make recommendations which might be repudiated in more than one quarter. Looking through the list of items which are telegraphed to Calcutta, the Committee are inclined to think that most of them are of more or less interest to different sections of the mercantile community in this city, and that it would be most difficult to make such a recommendation as you suggest. It seems to them that the matter is more one to be taken up by subscribers generally, than by the Chamber, or at any rate that it is one in which subscribers, who are presumably capable of guarding their own interests, should take the initiative, and, if they desire assistance from the Chamber, should ask for it as a body in the first instance.—Yours faithfuly,

W. PARSONS, Secretary.

APPENDIX 1-1.

NEW MAIL CONTRACT.

EASTERN MAIL SERVICE.

On the 21st of May 1903 an Inter-Departmental Committee was appointed to consider the best means of providing for the conveyance of the Mails to and from the East and Australasia on the expiration of the existing contracts with the Peninsular and Oriental Steam Navigation Company and the Orient Steam Navigation Company.

The Committee was constituted as follows:—

Mr. Evelyn Cecil, M.P. (Chairman).
Mr. H. Buxton Forman, C.B., Assistant Secretary, Post Office.
Sir John Anderson, K.C.M.G., Principal Clerk, Colonial Office.
Mr. F. C. Holiday, Auditor of Home Accounts, India Office.
Mr. E. A. Doran, Deputy Director-General of the Post Office of India.
Mr. S. J. Graff, C.B., Civil Assistant to the Director of Transports, Admiralty.
Mr. W. E. Smith, C.B., Superintendent of Construction Accounts, Admiralty.
Sir Thomas W. P. Blomefield, Bart., C.B., Assistant Secretary for the Finance Department, Board of Trade; with
Mr. Arthur G. Ferard, of the Secretary's Office, Post Office, as Secretary.

REPORT OF THE COMMITTEE APPOINTED TO CONSIDER THE BEST MEANS OF PROVIDING FOR THE CONVEYANCE OF THE MAILS TO AND FROM THE EAST AND AUSTRALIA ON THE EXPIRATION OF THE EXISTING CONTRACTS WITH THE PENINSULAR AND ORIENTAL AND ORIENT STEAM NAVIGATION COMPANIES.

TO THE POSTMASTER-GENERAL.

My LORD,—In accordance with the request of your predecessor, Mr. Austen Chamberlain, we have carefully considered the best means of conveying His Majesty's Mails to the East and Australia on the expiration of the existing contracts of 31st January 1905.

We were instructed that this question does not include the apportionment between Great Britain, India and the Eastern Colonies of the money payable as mail subsidy.

1. Throughout our deliberations, which have extended to 18 meetings, we have borne in mind that the primary object of mail contracts is the regularization of fast communication, which shall ensure at a reasonable cost postal services at fixed dates; that increase of speed and reduction of cost (so far as compatible) are always to be desired; that unduly long contracts involve risk of excluding the Mail service from the benefit of the most recent marine inventions and appliances; and that rapid postal communication mainly, and in fact necessarily, follows the lines of great commercial traffic.

2. More precisely, we have examined the subject with a view of ascertaining whether the present means of conveying mails to and from the East and Australia can be improved in respect of (i) Conditions of speed; (ii) Cost, which is related to the questions of competition and the length of mail contracts; (iii) New routes or other facilities available since the date of existing contracts; (iv) New places of call; (v) Admiralty requirements; (vi) Any condition as to not giving undue preference to foreigners with regard to freights; and (vii) Special privileges for Government passengers and general comforts. We have also considered (viii) What is the best means of conveying these mails in consequence of the decision of the Australian Commonwealth to make no mail contract with shipping companies employing coloured labour, even though it be that of His Majesty's Indian subjects—a decision in which the Imperial Government have intimated that they cannot concur.

3. (i) *Conditions of Speed.*—The Government of India as the largest contributor to the subsidy after the United Kingdom, has made strong representations to us in favor of the reduction of the contract time between Bombay and Brindisi by 24 hours in each direction. The Governments of Ceylon and the Straits Settlements also desire increase of speed, and prefer it to reduction of subsidy. The Government of Hongkong specifies a 25-day service from Great Britain as reasonable instead of the present 28-day service; but this is quite unobtainable as yet, even by the Siberian railway. Various representative bodies have declared themselves in favor of acceleration; and from several important private

firms we have received expressions of satisfaction with the existing service, coupled with a hope for acceleration in the future. A leading member of a well-known Australian firm informed us that he did not think there was a great demand for increased speed of the Mail Packets, as cablegrams were resorted to in matters of urgency ; but he did not doubt that individual traders would like an increase of speed if Great Britain was prepared to pay for it.

4. The question of speed for all Mail Packets is properly a question of expense, fixed in practice by commercial demands ; and a higher speed is really obtainable in one part of the world rather than in another in consequence of the needs of commerce. Another fact is that the contract speed of any service under the Post Office must be determined by the speed of the slowest ship to be used in that service. We have compared the contract speeds of British and foreign mails. The speed of the Peninsular and Oriental Company under their present contract works out approximately at 14·5 knots between Brindisi and Bombay, 13·3 knots between Brindisi and Shanghai, and 14 knots between Brindisi and Adelaide. The Company has pointed out to us that among the difficulties of acceleration on the homeward voyage are the adverse influence of the south-west monsoon, which has frequently brought down the speed of 17-knot steamers to 12 knots ; the difficulty of dovetailing on the homeward voyage the Bombay, China, and Australian lines ; and the inspection by the International Sanitary Council on the arrival of the homeward-bound ships at Suez. In comparison, the mail contract made by the French Government with the Messageries Maritimes Company requires that their newest ships should run at 14 knots ; and by the mail contract entered into by the German Government with the North German Lloyd Company for a period of 15 years from October 1st, 1899, the speed between Naples and Yokohama for ships built after the date of the contract is to be 14 knots at the least, and between Naples and Adelaide 13·5 knots at the least. After careful consideration we are of opinion that it is desirable to increase the contract speed to and from India by not less than 24 hours, and also to increase the speed over the China sections of the service. This would raise the Indian mail speed to nearly 16 knots per hour.

5. (ii) *Cost, Competition, and Length of Mail Contract.*—It has already been observed that the questions of speed and expense or

cost are largely dependent upon each other. Cost, again, depends upon competition, and also upon the length of time for which a mail contract is secured to the Company which undertakes it. The mileage rate of the French Messageries Maritimes subsidy for their Australian service works out at 8*s* 4*d* a mile ; the mileage rate of the North German Lloyd subsidy for their East Asian and Australian service amounts to 5·05 marks (5*s*) ; and the Peninsular and Oriental mileage rate on their Indian, Chinese, and Australian service is 5*s* 5·92*d* a mile, as calculated by the Post Office on their subsidy of 330,000*l* a year, although Sir Thomas Sutherland, the Chairman of the Peninsular and Oriental Company, contends that, owing to various causes, the real mileage rate paid to that Company works out at 4*s* a mile.

6. However this may be, we think that competitive tenders are obviously for the national benefit, and that these could be most readily obtained by inviting them not merely for the service as a whole, but for each of the component sections specified in the Appendix A to this Report. Even in the case of the whole service we would suggest that in view of encouraging competition tenders should be invited for two alternating fortnightly services in addition to tenders for one weekly service for Bombay, and that similarly tenders should be invited for two alternating four weekly services to and from China and Australia in addition to tenders for one fortnightly service. The services of the Peninsular and Oriental Company in carrying mails are deservedly recognised in many quarters, but their excellence, however great, cannot suffer by the test of public tender. We have reason to believe that effective competition would not be forthcoming if tenders were called for immediately. Shipowners or shipping companies intending to compete often need two or three years to build the requisite ships and make arrangements should their tenders be accepted ; and we therefore are of opinion that the present contract with the Peninsular and Oriental Company should on certain conditions mentioned in paragraph 23 be extended for three years. The subject is referred to again in paragraph 21.

7. Before leaving the question of competition we should add that two special suggestions have been before us, one in favor of employing His Majesty's Ships as mail ships, and the other emanating from Mr. Alfred Holt, of the Ocean Steamship Company, in

favor of constructing a particular type of despatch boat for the exclusive purpose of carrying mails. As regards the first suggestion, it has been urged that the nation pays a very large sum for maintaining ships of high speed in the navy, that often some of these ships have little to do, and that they might profitably employ their spare time by running from port to port with the mails. His Majesty's Ships do in fact already carry some mails for the Falkland Islands from Montevideo ; and it is said that they might also be useful in helping to form links in an extended postal service. On the other hand the Admiralty strongly object to have the movements of His Majesty's Ships, built and maintained for wholly different purposes, interfered with by postal arrangements, which might require the fastest ships and would tie them to certain ports and times. These objections will probably be found to be insuperable.

8. The second suggestion, Mr. Holt's, might possibly have economy to recommend it, though this is not altogether certain : but in any case it would necessitate the experimental and expensive construction of a considerable fleet, the value of which is by no means assured. Among the chief practical objections to it we would mention that the Peninsular and Oriental Company might run their steamers faster than the contract rate fixed for the Mail Packets, and that the mail service would be entirely devoid of that contingent commercial usefulness which is widely admitted, though not very easily measured or described. Nor would this kind of despatch-boat in any way serve Admiralty purposes.

9. With regard to the length of time for which a mail contract should generally be made, we are aware that short periods have at different times been supported in the House of Commons. It is true that the North German Lloyd contract extends over 15 years ; but in view of possible improvements in methods of construction and of propulsion, such as those afforded by the turbine, 15 years appears too long. We prefer seven years as a term of mail contracts ; but if an extension to 10 years involves a substantial reduction of the subsidy, that term should be considered.

10. (iii) *New Routes or other Facilities available since the Date of the existing Contract.*—Foremost among these is the trans-Siberian route, over which mails have been despatched from London since November 1903, reaching Pekin in about 23 to 26 days. This route

cannot fail, if maintained and thoroughly developed, to become the most expeditious for communication with Japan and China and perhaps Hongkong. It would seem possible for mails from London to reach Yokohama *via* Siberia under 27 days, as compared with 32 days *via* Vancouver, 30 days *via* Seattle, 33 days *via* San Francisco and 38 days *via* Suez. It is not certain that as yet the Siberian post is absolutely reliable for important communications, for which the alternative routes *via* Vancouver, Tacoma, Seattle or San Francisco, or *via* Suez, are always open; and financially the Suez route will remain by far the cheapest. The prospect of the rapid improvement of the fast route *via* Siberia is, we think, an additional reason for extending the existing Peninsular and Oriental contract for only three years, as the Hongkong and Shanghai services might then require alteration; but it is desirable, when tenders are next called for, to invite two alternative tenders from European ports, namely, one for a service to Hongkong and one for a service to Shanghai. It seems unlikely that within three years great improvements will be effected in respect of speed on the Canadian and United States routes to the Far East.

11. The proposal that mails should be carried across India to the Far East *via* Bombay, Calcutta and Singapore was made and dropped in 1896, partly owing to the difficult navigation of the Hooghly. A trans-Indian route *via* Bombay and Madras appears, however, quite feasible, and is favored by the Government of India. British mails are, in fact, already forwarded by a trans-Indian land service to Penang every other week, when there is no British service from Brindisi to Penang and Singapore, or, in other words, in the week in which the mails for Singapore are forwarded by the fortnightly French Packet from Marseilles, which does not call at Penang. The proposal is calculated by the Government of India to compete well in point of speed with an all-sea service *via* Colombo, the rapidity of the railway journey fully compensating for the delay in transhipment at Bombay and Madras; and it would be an advantage to India if other parts of the Empire become interested in the acceleration of the service between Europe and Bombay. For the land transit the Indian Post Office is prepared to charge ordinary Postal Union rates if the mails are conveyed by ordinary trains, and if special trains are used only the actual cost of those trains. The proposal fits in with the policy we have advocated of

inviting sectional tenders; and there are good steamship companies trading in the Indian Ocean and the East which might be attracted with due notice to tender. We therefore recommend that sea services connected with a scheme for an Indian land transit of mails from Bombay to Madras should be included in the list of tenders to be invited.

12. We are of opinion that the land transit of mails across Egypt from Alexandria to Suez is not advisable. Even though there appears to be no objection to the quarantine regulations which have been submitted to us, the route involves a double transfer of mails at ports only about 220 miles apart, and, according to the President of the Egyptain Railway Board, the annual cost would be about £12,300, with certain additions, for a saving of about 12 or 14 hours in time. Nor is there much reason to suppose that a steamship company which trades from Europe to the Indian Ocean would take off any considerable or perhaps any portion of the subsidy, because it was excused from taking the mails through the Suez Canal. It would, in fact, have to maintain an administration both at Alexandria and Suez. If the Egyptian railways extended, for instance, to Suakin, an Egyptian land transit might be valuable to save time; but in existing circumstances we do not think the gain is worth the great extra cost.

13. Another new route which we have considered is the Baghdad Railway; but we think that the scheme is still too much in the air to be brought into a discussion of arrangements to be made at no distant date.

14. (iv) *New places of Call.*—Perhaps the most important matter arising under this heading is the respective merits of Marseilles, Naples, Reggio, Messina and Brindisi as European ports of departure or arrival for the Eastern mails. It may be stated at once that Reggio and Messina are impracticable for the purpose. The harbour at Reggio is not considered quite safe, and is only suitable for very small vessels; and though Messina is a much better port, the mails would have to be carried in ferry steamers six miles across the Straits, and serious delays would ensue. We have carefully examined the relative advantages of Marseilles, Naples and Brindisi. Naples is a good enough harbour; but Sir Thomas Sutherland has made a calculation that there would only be a difference of about seven hours really in the transit of Eastern

mails as between Naples and Marseilles, so that it is hardly worth while going to Naples for the sake of saving something like seven hours; and the difference between Brindisi and Naples is approximately 15 hours in favor of Brindisi. This leaves the choice between Brindisi and Marseilles. There would, no doubt, be a large annual economy in running the postal train to Marseilles instead of the longer distance to Brindisi though Sir Thomas Sutherland did not think there would be any difference in sea cost as between the two ports. He further estimated that the actual difference as between Marseilles and Brindisi would only be 16 hours in favor of Brindisi; but on the outward journey, as large steamers cannot leave Marseilles except at daylight and the London mail has to be made up too late at night to reach Marseilles in time for the mail steamer to leave by daylight the following day, there would in practice be a further loss of six or seven hours, making nearly 24 hours in all. In view of the general desire for acceleration, we recommend that the Brindisi service be for the present continued.

15. Detailed information regarding the Mail Service with Malta has been submitted to us, and some enquiry has been made whether the island could become a port of call for the Eastern Mail steamers; but we consider that the postal arrangements with Malta are satisfactory, and that any alteration, either by requiring the Eastern Mail steamers to call there or by instituting a British Contract line of steamers, would cause serious delay to the Eastern Mail service, or expense not warranted by the circumstances.

16. At the request of the Indian Government we recommend that tenders should be invited for a weekly service between Aden and Karachi in connection with the mail service to and from Bombay, though the acceptance of any tender ought clearly to depend upon its reasonableness and moderation.

17. Several other places have been spoken of as possible places of call, either by direct mail steamer or a branch steamer; but the evidence before us does not justify any important change in standing arrangements. To British New Guinea, for instance, the weekly correspondence from the United Kingdom amounts only to about 70 letters and one sack of printed matter, and in any case it is best served, as now, from Australia. To British North Borneo the average weekly mail made up in London contains about 200

letters and 360 newspapers or packets of printed matter, for the conveyance of which from Singapore to North Borneo the British Government pays about 20*l* a year.

18. (v) *Admiralty Requirements.*—The Admiralty decided a few months ago only to subsidise for Cruiser purposes merchant vessels which could run at a speed of 22-knots per hour. As the supply of such ships is so restricted, the Post Office is compelled to be content with a lesser speed—there are, in fact, no 22 knot vessels at present trading in the Eastern seas—and Admiralty and Post Office interests are to this extent now separate. At the same time we think that clause 32 of the existing Peninsular and Oriental contract, reserving to the Admiralty liberty to purchase or charter the mail ships at any time during the continuance of the contract, may be usefully retained in the public interest with scarcely any modification in future mail contracts. This would provide for the possible requirements of the Admiralty. It is pertinent to observe that the decision of the Admiralty only to subsidise merchant vessels attaining a speed of 22 knots will set free a number of ships now carrying special Admiralty fixtures, and enable them to give more space for commercial purposes and mails. Other requirements connected with mail contracts relate to special facilities for Government parcels and stores, as to which we have no change to suggest, and to the conveyance of Government passengers, which is more comprehensively dealt with in paragraph 20.

19. (vi) *Any Condition as to not giving undue Preference to Foreigners with regard to Freights.*—The question of some control over rates of freight, either absolutely or with a view of preventing undue preference to foreigners, was considered by the Select Committee on Steamship Subsidies in their Report of 1902, which suggested that no subsidy should be granted without Government control over maximum rates of freight. A resolution was further passed at the Conference of Colonial Premiers in 1902, recommending that "in all new Contracts provisions should be inserted to prevent excessive freight charges, or any preference in favor of foreigners." This principle was acted upon last year in a general clause in the agreement between His Majesty's Government and the Cunard Steamship Company; but we prefer a more specific clause if the provision as to undue preference is to be thoroughly effective. There are no doubt great practical difficulties; rare occurrences might even arise where it might actually be desirable to give

foreigners some preference so as to attract commerce from foreign channels; but we believe that there is a strong opinion among many business men in favor of such a clause, and we suggest the following for the consideration of His Majesty's Government.

"The Company shall not in relation to the conveyance of persons or goods by vessels carrying mails give or agree for any undue preference to traders or other customers or persons outside the United Kingdom and the Possessions and Dependencies of the British Crown over traders, customers and persons in the said United Kingdom, Possessions and Dependencies. The President of the Board of Trade may receive and by himself or an arbitrator appointed by him determine, in accordance with the provisions of the Arbitration Act, 1889, complaints of breach of the preceding condition, and give directions for compliance with the said condition."

This clause appears to us to have the merit of simplicity, and the word "undue" would probably be held to provide for the rare occurrences to which reference has been made. Though a decision by the Railway and Canal Commission might be urged as preferable to a decision by an arbitrator, the Railway and Canal Commission could not have jurisdiction without fresh legislation, with its attendant delay. It may be a further matter of comment that the clause does not provide a remedy for its past infringement; but as the Postmaster-General for the time being, who would be one of the parties before the arbitrator, could not show loss, no liquidated damages could, we are advised, legally be payable to him; and no liquidated damages could be secured to a third party except by making the Postmaster-General a trustee for the complainant—a provision which no business man on the one hand, and no steamship company on the other, would probably tolerate. Another comment has been made to the effect that the object in view would be well attained by forbidding what is known as the rebate system, described in paragraph 28 of the Steamship Subsidies Report, 1902, but we doubt whether such an interference is practicable. We have to add that Sir Thomas Blomefield, the member of our Committee representing the Board of Trade, was instructed to dissent from the procedure for arbitration suggested in the second half of the above clause, but all the other members of the Committee felt that the matter is essentially one which ought to be taken up by the Board of Trade.

20. (vii) *Special Privileges for Government Passengers and General Comforts.*—In several respects advantages are given in connexion with Government individual passengers under the existing mail contract of the Peninsular and Oriental Company. Thus a limited number of third class passengers is carried by all steamers and is provided for in accordance with the Transport Regulations, although in the Company's ordinary trade third class passengers are not carried at all. Next, a certain number of berths of each class is reserved for the Government on payment of the regular fare, but the full Government allowance of baggage is carried free, which is far in excess of the private allowance as regards first class passengers. And among one or two other privileges, special facilities are given for the conveyance of small Government parcels and limited quantities of Government stores by all steamers. All these stipulations in the contract have our general approval. Outside the contract, the steamship company has given a reduction for large numbers of officers travelling at one time or over a limited period; but no fixed reduction is obtainable, such as that of 15 per cent. given by the French Messageries Maritimes to every military or naval officer or every consul, or of 20 per cent. granted by German subsidised companies as a condition of their mail subsidy. It is, however, material to recollect that fully two-thirds of the Peninsular and Oriental Company's Indian passengers are Government officials, whilst foreign Government officials travelling by foreign lines to the East are comparatively few; and Sir Thomas Sutherland declines on behalf of the Peninsular and Oriental Company to make a reduction unless his subsidy is increased *pro tanto*. The effect of this increase would be that if a percentage for Government passengers were taken off tickets of passengers travelling at the public expense, the nation would gain that percentage, which it previously itself paid by increasing the mail subsidy; but if a percentage were taken off the tickets of Government passengers travelling at their own expense, the nation is making those passengers a present of the percentage. Neither result seems to us satisfactory. We are informed that the Peninsular and Oriental Company gives to certain booking agencies a reduction of 5 per cent. on the value of the tickets by way of commission, and we consider it desirable that in the case of Government passengers the Government should receive a similar reduction of rates; but we see no advantage in obtaining

that reduction merely by increase of the mail subsidy. With regard to clause 8 of Schedule 2 of the Peninsular and Oriental Contract, we think that officers in His Majesty's Service booking their passages directly from the Company should be allowed the same reduction as that given to Government passengers. In respect of general comforts, such as the installation in the cabins of electric fans and the like, these matters do not appear to us of such a nature that they need to be made express conditions of the payment of a subsidy in a mail contract, though it is important that any mail company should keep as fully up to date as its foreign competitors.

21. (viii) *What is the best means of conveying Eastern and Australian Mails in consequence of the decision of the Australian Legislative to make no Mail Contract with Shipping Companies employing Coloured Labour?* His Majesty's Government informed the Governor-General of Australia by a depatch in April 1903 that they much regretted that, as such legislation principally affected His Majesty's Indian subjects, no other course was left open to them than to be dissociated in future from the Government of the Commonwealth in any mail contract. The Government of the Commonwealth accordingly itself advertised for tenders last September for a fortnightly service with the United Kingdom, beginning in 1905 for seven years, or five years at the option of the tenderers, and the tenders had to be received not later than January 31st, 1904. We are, of course, unable to say at present what response has been made to this invitation, but in any case the action of the Commonwealth Government assists the policy we have advocated in paragraph 6, of asking for sectional tenders. If this division of the mail service into sections does not increase its total cost, which appears by no means necessary, an obvious disadvantage of dividing it is the more frequent transhipments, with their inseparable delays and opportunities for theft; but we believe the disadvantage of transhipment may be more than counterbalanced by the competition created, and the larger number of good British fleets encouraged. The experiment is well worth trying again thoroughly. Even if suitable sectional tenders are not forthcoming, the policy of asking for them is unexceptionable, and the outcome, whatever it be, must be a test of what is the best contract for the nation in all the circumstances. We have partly been led to recommend an extension

of the Peninsular and Oriental contract for three years so as to give all shipowners and companies an ample opportunity of considering the new conditions with a view to tendering, and building new ships if required.

22. In answer to the *reference to our Committee*, and bearing in mind the decision of the Australian Government against coloured labour, we therefore think that the best means of conveying the Eastern and Australian mails, when the Peninsular and Oriental and Orient Contracts expire in 1905, will be determined by asking for sectional and through tenders for mail services to commence in 1908.

23. The remaining question to be answered is how is this interval of three years to be bridged over? Your Lordship is familiar with the communications which we have from time to time made to Mr. Austen Chamberlain and yourself, and with the negotiations which have been in progress between the Post Office and the Peninsular and Oriental Company with regard to an extension of their contract till the 31st of January 1908. We have viewed with some concern the necessity of dropping the mail contract with the Orient Company for the alternating fortnightly Australian service, especially as this is at variance with our general aim to encourage a number of good British fleets, but, considering the comparatively few really fast ships at this moment available, we are satisfied that it is useless at once to ask for sectional tenders; and it is equally useless without asking for them to dislocate the present Peninsular and Oriental service, especially when the 24 hours' acceleration can be obtained for which the Government of India so strenuously presses. In Appendix B to this report will be found the different schemes which the Peninsular and Oriental Company have put forward. With reference to these we are opposed to an extension for seven or for five years; but a majority are in favor of an extension for three years with 24 hours' acceleration and an annual subsidy increased by 10,000*l*, making 340,000*l* in all; and a minority voted for accepting the offer of an extension for three years without acceleration and an annual subsidy decreased by 10,000*l*, making 320,000*l* in all. All members, however, are united in recommending that the options offered by the Company of an extension for five or seven years with retrospective reduction of subsidy should be embodied in any Agreement that may be framed. In connection with the Australian

mails, it is convenient to recall here that the Australian Attorney-General has given an official opinion that mails may, under Section 69 of the Commonwealth Post and Telegraph Act, 1901, be placed on board an outgoing vessel with a coloured crew, without any breach of Section 16 of the same Act which prohibits any contract or arrangement for the carriage of Australian mails unless it contains a condition that only white labour shall be employed. The Australian Government, however, has explained that it will not enter into any undertaking to adopt the course indicated, but that each case will be treated as a separate incident, leaving the Commonwealth Postmaster-General free at his discretion to avail himself of the opportunity or not.

24. We desire to acknowledge the valuable assistance which we have received during the enquiry from Mr. Arthur G. Ferard, of the Post Office, who has acted as Secretary.

We have the honor to be,
My Lord,
Your Lordship's obedient servants,
(Signed) EVELYN CECIL,
(Chairman).
H. BUXTON FORMAN.
JOHN ANDERSON.
FRED. C. HOLIDAY.
E. A. DORAN
(per the Secretary).
STEPHEN J. GRAFF.
W. E. SMITH.
T. W. P. BLOMEFIELD.

ARTHUR G. FERARD,
(Secretary),
22nd January 1904.

APPENDIX A.

EASTERN MAIL SERVICE.
SECTIONAL TENDERS.

A. *India.*—Tenders to be invited for one weekly service or two alternating fortnightly services:—

I.—Between a port of South Europe and Bombay, *via* Aden in each direction.

II.—Between the port of Aden and Karachi in each direction.

B. *Straits Settlements and China.*—Tenders to be invited for one fortnightly service or two alternating fourweekly services:—

I.—(*a*) Between a port of South Europe and Hongkong, *via* Aden, Colombo, Penang and Singapore in each direction.

(*b*) Ditto with extension to Shanghai.

II.—(*a*) Between Colombo and Hongkong, *via* Penang and Singapore in each direction.

(*b*) Ditto with extension to Shanghai.

III.—(*a*) Between Madras and Hongkong, *via* Penang and Singapore in each direction, connecting with the London—Bombay Mail Service.

(*b*) Ditto. with extension to Shanghai.

IV.—(*a*) Between Singapore and Hongkong.

(*b*) Ditto with extension to Shanghai.

C. *Australia.*—Tenders to be invited for one fortnightly service or two alternating fourweekly services:—

I.—(*a*) From a port of the United Kingdom calling at a port of South Europe to Aden, Colombo, Fremantle and Adelaide, and *vice versa.*

(*b*) Ditto with extension to Melbourne and Sydney, and *vice versa.*

(*c*) Ditto with extension to Melbourne, Sydney, and Pinkenba, and *vice versa.*

II.—(*a*) From a port of South Europe to Aden, Colombo, Fremantle and Adelaide, and *vice versa.*

(*b*) Ditto with extension to Melbourne and Sydney, and *vice versa.*

(*c*) Ditto with extension to Melbourne, Sydney and Pinkenba, and *vice versa.*

III.—From a port of the United Kingdom calling at a port of South Europe and Aden to Colombo, and *vice versa.*

IV.—From a port of South Europe to Aden and Colombo, and *vice versa.*

V.—(*a*) From Aden to Colombo, Fremantle and Adelaide, and *vice versa.*

(*b*) Ditto with extension to Melbourne and Sydney, and *vice versa.*

(*c*) Ditto with extension to Melbourne, Sydney and Pinkenba, and *vice versa.*

VI.—(*a*) From Colombo to Fremantle and Adelaide, and *vice versa*.

(*b*) Ditto with extension to Melbourne and Sydney, and *vice versa*.

(*c*) Ditto with extension to Melbourne, Sydney and Pinkenba, and *vice versa*.

APPENDIX B.

EASTERN MAIL SERVICE.

Proposals of the Peninsular and Oriental Steam Navigation Company for an extension of their Services after the 31st January 1905.

(Present Subsidy £330,000.)

Proposal No.	Annual Subsidy.	Conditions.
1	£ 320,000	Three years' extension of the contract on the present lines.
2	330,000 or 320,000	Three years' extension on the present lines, but with an acceleration of 24 hours in the delivery of the outward mail at Bombay, the homeward service to remain unchanged. In the event of this arrangement being subsequently extended for a further period of two years, *i.e.*, five in all, the subsidy to be reduced retrospectively by 10,000*l.* per annum.
3	330,000 or 315,000	Three years' extension with an acceleration of 24 hours for the Bombay and China mails, both outwards and homewards, the Company to have the option of conveying the China and Australian mails *via* Bombay with relaxation of penalties on the homeward voyage, unless the present contract time is exceeded. The south-west monsoon allowance to be increased from 24 to 36 hours. In the event of this arrangement being subsequently extended for a further period of two years, *i.e.*, five in all, the subsidy to be reduced retrospectively by 15,000*l.* per annum. (Under this proposal the Hongkong mails would be accelerated in the outward direction by 24 hours during the fair season and 29 hours during the north-east monsoon. In the homeward direction the transit would be eight hours shorter in the fair season and four hours longer in the south-west monsoon. The Singapore mails would gain 12 hours outwards, and homewards would be at a disadvantage of 12 hours in the fair season and 24 hours in the south-west monsoon. Similarly the Penang mails would gain 15 hours outwards and be at a disadvantage of 11 hours or 23 hours homewards, according to the season. The Colombo mails would be 16 hours longer in transit outwards and 36 or 48 hours longer in the homeward direction, according to the season. The Australian transit would remain as before.)

Proposal No.	Annual Subsidy.	Conditions.
4	£ 330,000 or 305,000	Three years' extension with the substitution of Marseilles for Brindisi as the European port of departure and arrival of the mails. The Company to have the option of conveying the China and Australian mails *via* Bombay. The time of transit to be as now on the India and China sections, but 24 hours longer on the Australian line. In the event of this arrangement being subsequently extended for a further period of two years, i.e., five years in all, the subsidy to be reduced retrospectively by 25,000*l.* per annum.
5	330,000	Five years' extension on the present lines with an acceleration of 24 hours for the Bombay mails, 48 hours for the China mails, and 30 hours for the Australian mails in each direction, but with relaxation of penalties on the homeward voyages as under proposal 3.
6	340,000 or 330,000 or 315,000	Three years' extension with an acceleration of 24 hours to and from Bombay, Ceylon, the Straits Settlements, Hongkong, and Shanghai, under the present penalty clauses in both directions, but with a south-west monsoon allowance of 36 hours. In the event of this arrangement being prolonged for a further period of two years, i.e., five in all, the subsidy to be reduced retrospectively by 10,000*l.* per annum. A further retrospective reduction of 15,000*l.* per annum to be given in the event of the arrangement being maintained for seven years in all.

Copy of Contract, dated the 25th day of July 1904, *between the Postmaster-General and the Peninsular and Oriental Steam Navigation Company, for the conveyance of the East India, China, and Australia Mails, being supplemental to the Contract, dated the 25th day of May* 1897 (*H.C. No.* 259 *of Session* 1897);—*together with copy of Treasury Minute thereon, dated the 2nd day of August* 1904.

Treasury Minute, dated the 2nd August 1904.

My Lords have before them a Contract dated the 25th July 1904, between the Postmaster-General and the Peninsular and Oriental

Steam Navigation Company, for the conveyance of the East India, China and Australia Mails, being supplemental to the Contract dated the 25th May 1897, which will expire on the 31st January 1905 (House of Commons Paper 259 of 1897).

By this new Agreement the present arrangement with the Company is continued, subject to certain alterations, for a period of three years from the 1st February 1905 to the 31st January 1908, but power is reserved to the Postmaster-General to extend the period to either five or seven years, *i.e.*, until either the 31st January 1910, or the 31st January 1912.

The changes are :—

(1) An acceleration of the Service by 24 hours each way (subject to an extension of the south-west monsoon allowance from 24 hours to 36).

(2) An increase in the yearly subsidy from 330,000*l.* to 340,000*l.*; the latter sum being, however, subject to reduction to 330,000*l.* or 315,000*l.*, with retrospective effect for the whole period, in the event of the extension of the Contract to five or seven years respectively.

(3) The Company reserves to itself liberty to abandon the Australian Section of the Service in certain circumstances, and provision is made for a reduction of the subsidy in such an event.

My Lords refer to the Report of the Inter-Departmental Committee appointed on the 21st May 1903, under the Chairmanship of Mr. Evelyn Cecil, M.P., for the purpose of considering the best means of providing for this service on the expiration of the existing Contracts with the Peninsular and Oriental Steam Navigation Company and the Orient Steam Navigation Company (Cd. 2082 of 1904).

The Committee considered the subject very fully, and the terms of the present renewal are generally in accordance with the recommendations made in paragraphs 6 and 23 of their Report.

My Lords have accepted those recommendations, and approve of the Contract before them.

HIS MAJESTY'S POSTMASTER-GENERAL AND THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

EAST INDIA, CHINA AND AUSTRALIA MAILS.

CONTRACT DATED 25TH JULY 1904.

This Indenture made the twenty-fifth day of July one thousand nine hundred and four between the Right Honourable Edward George Villiers Stanley, C.B., commonly called Lord Stanley, His Majesty's Postmaster-General (hereinafter called "the Postmaster-General" in which term his successors in the office of His Majesty's Postmaster-General for the time being shall be deemed to be included) on behalf of His Majesty of the one part and the Peninsular and Oriental Steam Navigation Company whose office is situate at 122 Leadenhall Street in the City of London (hereinafter called "the Company" in which term their successors and permitted assigns shall be deemed to be included) of the other part.

Whereas this indenture is supplemental to certain articles of Agreement under Seal dated the twenty-fifth day of May one thousand eight hundred and ninety-seven and made between the Most Noble Henry Duke of Norfolk Earl Marshal and Hereditary Marshall of England K.G., then Her late Majesty's Postmaster-General on behalf of Her late Majesty of the one part and the Company of the other part (hereinafter referred to as "the Principal Agreement");

And whereas in pursuance of Article 37 of the Principal Agreement notice determining that Agreement on the thirty-first day of January one thousand nine hundred and five was duly given by the Postmaster-General to the Company on the thirtieth day of January one thousand nine hundred and three;

Now this Indenture witnesseth that in consideration of the matters hereinafter appearing it is hereby agreed and declared between and by the parties hereto And the Postmaster-General (as to the covenants agreements and stipulations hereinafter contained on his part) doth hereby covenant and agree with the Company And the Company (as to the covenants agreements and stipulations

hereinafter contained on their part) do hereby covenant and agree with the Postmaster-General in manner following (that is to say):—

1.—(1) The said notice of determination so given by the Postmaster-General to the Company as aforesaid shall be deemed to have been withdrawn and cancelled.

(2) Subject to the provisions hereof the Principal Agreement shall continue in force as from the 31st day of January 1905 until the 31st day of January 1908 and the provisions of the Principal Agreement shall be binding on the parties hereto in all respects subject always to the modifications hereinafter contained.

(3) The Postmaster-General may at his option

(*a*) by giving to the Company notice in writing at any time during the operation of the Principal Agreement as extended by sub-clause (2) hereof require the continuance of the Principal Agreement (as modified by these presents) until the 31st day of January 1910 or

(*b*) by giving such notice as aforesaid at any time during the operation of the Principal Agreement as extended by sub-clause (2) or by sub-clause (3) (a) hereof require such continuance until the 31st day of January 1912.

2. The Principal Agreement shall from and after the 31st day of January 1905 be read construed and take effect as if in lieu of Articles, 5, 6 and 7 thereof the following Articles were inserted :—

5.—(1) Subject to the provisions of this Agreement all mails to be conveyed under the provisions of this Agreement upon Mail Route No. 1 shall be conveyed in either direction between Brindisi and Bombay within a period of 278 hours (hereinafter referred to as the "period of transit").

(2) The period of transit shall include three hours allowed for a stoppage at Aden and there shall be a stoppage at Aden on both the outward and homeward voyages for that time and no less.

(3) During the prevalence of the south-west monsoon the period of transit from Bombay to Brindisi shall be extended by 36 hours.

6.—(1) Subject to the provisions of this Agreement all mails to be conveyed under this Agreement on Mail Route No. 2 shall be conveyed—

From Brindisi to Shanghai within a period of 712 hours and from Shanghai to Brindisi within a period of 718 hours (each of which periods is hereinafter referred to as the " period of transit").

(2) The periods of transit shall respectively include the following times allowed respectively for a stoppage at each of the following ports (that is to say) :—

At Aden 3 hours.
At Colombo 24 hours.
At Penang 6 hours.
At Singapore 24 hours.
At Hongkong (on outward voyage) 24 hours.
At Hongkong (on homeward voyage) 30 hours.

(3) During the prevalence of the north-east monsoon the period of transit from Brindisi to Shanghai shall be extended by 48 hours and during the prevalence of the south-west monsoon the period of transit from Shanghai to Brindisi shall be extended by 36 hours.

7.—(1) Subject to the provisions of this Agreement all mails to be conveyed under this Agreement on Mail Route No. 3 shall be conveyed in either direction between Brindisi and Adelaide within a period of 662 hours (hereinafter referred to as the " period of transit ").

(2) The period of transit shall include the time allowed for all stoppages of the mail-ships at the intermediate ports and the mail-ships shall stop on both the outward and homeward voyages at Albany (or Fremantle) for six hours and no less and at Colombo for such period as may be necessary for the purpose of delivering receiving transferring trans-shipping or exchanging mails and in no case less than the period (not exceeding 24 hours) appointed by the Postmaster-General in that behalf.

(3) During the prevalence of the south-west monsoon the period of transit from Adelaide to Brindisi shall be extended by 36 hours.

3. (1). Subject to the provisions hereof the Principal Agreement shall from and after the 31st day of January 1905 be read construed and take effect as if a yearly subsidy or sum after the rate of 340,000*l.* per annum were inserted in Article 33 thereof, instead of a yearly subsidy or sum after the rate of 330,000*l.* per annum.

(2) Provided that in the event of the Postmaster-General exercising the option hereinbefore conferred upon him of continuing the Principal Agreement until the 31st day of January 1910, the said yearly subsidy or sum of 340,000*l.* per annum shall be reduced to the sum of 330,000*l.* per annum during the whole period of five years from the 31st day of January 1905 and the Company shall repay to the Postmaster-General the payments (if any) made by him to the Company in excess of the said sum of 330,000*l.* per annum as for the period from the 31st day of January 1905.

(3) Provided also that in the event of the Postmaster-General—

(*a*) exercising his said option of continuing the Principal Agreement until the 31st day of January 1912, or

(*b*) having exercised his said option of continuing the Principal Agreement until the 31st day of January 1910 requiring the continuance of the Principal Agreement until the 31st day of January 1912 as hereinbefore provided

the said yearly subsidy or sum of 340,000*l.* per annum shall be reduced to the sum of 315,000*l.* per annum during the whole period of seven years from the 31st day of January 1905 and the Company shall repay to the Postmaster-General the payments (if any) made by him to the Company in excess of the said sum of 315,000*l.* per annum as for the whole period from the 31st day of January 1905.

(4) The Postmaster-General may at his option and discretion either deduct any sum of money which may be due to him from the Company in respect of such excess payments as aforesaid from any moneys payable or to become payable to the Company under the Principal Agreement or recover the said sum of money as a debt to His Majesty with full costs of suit.

4. (1) If by reason of new legislation of the Australian Commonwealth relating to shipping the maintenance of a service of mail-ships to and from Australia becomes impossible except under conditions commercially disastrous to the Company in relation to the working of the Australian line the Company shall be at liberty at any time after the 31st day of January 1905 upon giving to the Postmaster-General six calendar months' previous notice in writing in that behalf to cease to convey mails upon Mail Route No. 3 to and from Australia in the Principal Agreement specified.

(2) In case the Company shall cease to convey mails upon the said route as aforesaid the subsidy payable under the Principal Agreement (as modified by these presents) shall be diminished in such manner as shall be agreed upon between the Postmaster-General and the Company or failing Agreement shall be determined by Arbitration.

5. This Indenture shall not be binding until it has been approved by a Resolution of the House of Commons.

In witness whereof the Postmaster-General hath hereunto set his hand and seal and the Company have hereunto affixed their Common Seal the day and year first before mentioned.

Signed Sealed and Delivered by the before-named Edward George Villiers Stanley, C.B, His Majesty's Postmaster-General in the presence of } STANLEY.

Seal of His Majesty's Postmaster-General.

A. E. W. CODRINGTON,
Private Secretary,
General Post Office.

The Common Seal of the Peninsular and Oriental Steam Navigation Company was hereunto affixed in the presence of

THOS. SUTHERLAND,
LEVEN & MELVILLE, } Directors.

G. F. JOHNSON, Secretary.

Common Seal of the Company.

APPENDIX J-1.

MARINE SURVEYORS.

CHAMBER OF COMMERCE,

BOMBAY, 2nd June 1904.

The SECRETARIES, UNDERWRITERS' ASSOCIATION, Bombay.

DEAR SIRS,—The Committee of the Bombay Chamber of Commerce have reason to believe that considerable dissatisfaction has been caused by some recent awards by the Bombay Marine Surveyors with respect to alleged damage to imported goods from which there appears to be no appeal owing to these Surveyors not being under the control of any authority.

2. The Committee consider that this state of affairs is as unsatisfactory as it is unusual, and they are of opinion that it would be to the interest of all parties concerned that only Marine Surveyors should be employed by Shipowners, Merchants and Underwriters who are registered by some such body as the Chamber of Commerce to whom there should be a right of appeal against their awards.

3. No reflection on the integrity, ability or experience of the Marine Surveyors is implied by the Committee's proposals, but they feel that Marine Surveyors are called upon to assess the measure of damages in such a large variety of goods necessitating an intimate and expert knowledge of a large number of markets, that it could not be a matter of surprise if their estimates were at times rather wide of the mark : the Committee, therefore, feel no hesitation in asking the Underwriters and Shipowners to co-operate with them in their proposals which for the present the Committee wish to enforce only *in respect of Imports* into Bombay.

4. I am to explain that on arrival of goods in Bombay, importers or their buyers put forward their claims for damage, and the damage is either admitted and assessed by the Marine Surveyors on behalf of the steamer, or the claim is referred back to the party concerned as being one for which the steamer is not responsible.

5. The matter is then dealt with either as between the Merchant and his buyer, or as between the Merchant and the Underwriters as the case may be, and the Surveyors in these cases may either be Marine Surveyors or Merchants, in accordance with the terms of the contract between buyer and seller in the first case, and in accordance with the direction of the Underwriters in the second case.

6. It will be readily admitted that it is most desirable that damaged goods should be so dealt with as to ensure the greatest possible measure of justice and satisfaction to all parties concerned and that any party either Merchant, Shipowner or Underwriter who considers himself aggrieved should have an opportunity of appealing from a decision which he honestly believes to be inequitable.

7. The proposals which my Committee wish to make to the Underwriters and Shipowners and to the Members of the Chamber are roughly as follows:—

(1) That Underwriters and Shipowners should instruct their representatives in Bombay not to employ in connection with the survey of alleged damage to *imported* goods any Marine Surveyor who is not on the register of the Chamber of Commerce.

(2) That from all awards of one or more Marine Surveyors there should be a right of appeal by either party to the Chamber of Commerce.

(3) That the party appealing should pay a fee of Rs. 20 to the Chamber of Commerce as Umpire's Fee which fee would only be returned to them in the event of the appeal being sustained and the fee recovered from the other party. All parties to this arrangement to agree to pay the fee in the event of an appeal being decided against them.

8. I am to say that the Committee have no wish to interfere in any way with the freedom of the Marine Surveyors, their sole object being to protect the various parties interested against possible errors of judgment on the part of Marine Surveyors.

9. The Committee are of opinion that in practice comparatively few appeals are likely to be made to the Chamber, as Merchants or others are not likely to be anxious to pay fees excepting in cases of importance and they do not anticipate any difficulty in carrying out the proposed scheme without friction.

10. I am, therefore, to ask that these proposals may be put before your Association for consideration and submission, if approved, to the Underwriters at home.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

UNDERWRITERS' ASSOCIATION,
BOMBAY, 29th July 1904.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—Your letter of 2nd June has now been submitted to our Committee.

In reply we are directed to state that our Committee are quite in favour of the employment of Surveyors registered by the Chamber, and they do not doubt that the Members of the Association will be ready to fall in with the Chamber's suggestion.

At the same time they do not see how it will be possible to compel consignees to accept an appeal to the Chamber and on this point they consider that the scheme is rather impracticable, but will be glad to support the Chamber in any practicable solution of the difficulty and would consider any further proposals from the Chamber on this point.—We are, &c.,

A. F. FERGUSON & Co., Secretaries.

CHAMBER OF COMMERCE,
BOMBAY, 8th September 1904.

The SECRETARIES, UNDERWRITERS' ASSOCIATION, Bombay.

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of 29th July and to say that the Committee of the Bombay Chamber of Commerce are glad to find the members of your Association are likely to accept the principle of the Chamber's proposals regarding the registration of Marine Surveyors.

My Committee are of opinion that the difficulty referred to in the second paragraph of your letter could readily be met by the addition of a clause on the following lines in all Home Policies :—

"All Surveys on damaged goods insured under this Policy shall "be held under the Rules of the Bombay Chamber of Commerce."

This clause will not prevent claims being settled privately as they so often are by the Agents of the Underwriters and will not interfere in any way with existing procedure, excepting that in the event of a Marine Surveyor being employed, he shall be one of those on the register of the Chamber, and there shall be a right of appeal from his decision to the Committee of the Chamber. As the suggestion is made by Merchants for the protection of their trade generally and as this protection is arrived at through the protection of the interests of the Underwriters, the Committee think it should be very welcome to the Underwriters.

That there is a distinct necessity for some such system, for the protection of the interests of the Port is evidenced from the fact that recently the Underwriters declined to insure Metal Sheets "with average" excepting at prohibitive rates, and a short time ago as much as *1 per cent. extra premium* was asked for insuring Sugar "with average", while it is understood that some Underwriters have declined the risk altogether.

My Committee will be glad if you will address the Underwriters' Associations at home on the subject, and if you desire it my Committee will support your letter by writing direct to these Associations.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

UNDERWRITERS' ASSOCIATION,

BOMBAY, 20th September 1904.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—We are directed to acknowledge receipt of your letter of 8th instant, which was laid before our Committee at their Meeting to-day.

We are instructed to state that we are addressing the Underwriting Institutes in London, Liverpool and Glasgow in this connection and asking them to favour us with their views as to the feasibility of adoption of your suggestions.

Our Committee would be glad if as suggested in your letter the Chamber would also approach these Associations direct.—We are, &c.,

A. F. FERGUSON & Co., Secretaries.

CHAMBER OF COMMERCE,

BOMBAY, 24th September 1904.

The SECRETARY, INSTITUTE OF LONDON UNDERWRITERS,

1, St. Michael's House, Cornhill, London, E.C.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to wait upon you with copies of correspondence which has recently passed between the Chamber and the Bombay Underwriters' Association, respecting the Registration of Marine Surveyors. I am especially to invite your kind attention to the Chamber's letter of 8th instant, and to solicit your co-operation in the matter.—I am, &c.,

C. J. MICHAEL, Asst. Secretary.

Similar letters to—

The SECRETARY,

The LIVERPOOL UNDERWRITERS' ASSOCIATION,

Exchange Buildings, Liverpool.

The SECRETARY,

ASSOCIATION of UNDERWRITERS & INSURANCE BROKERS,

Underwriters' Rooms, Glasgow.

ASSOCIATION OF UNDERWRITERS AND INSURANCE BROKERS,

UNDERWRITERS' ROOMS,

GLASGOW, 20th October 1904.

The SECRETARY, THE CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 24th ultimo, transmitting copies of correspondence relative to the Registration of Marine Surveyors at your Port, and will bring your communication before my Committee at their next meeting.

I am, &c.,

R. COOPER RUNDELL, Secretary.

THE LIVERPOOL UNDERWRITERS' ASSOCIATION,
EXCHANGE BUILDINGS,
17th November 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

Registration of Marine Surveyors, Bombay.

DEAR SIR,—I beg to acquaint you that my Committee have now taken into consideration your letter of the 24th September and its enclosures and regard with much satisfaction the scheme which your Chamber has in view for the registration of Marine Surveyors in Bombay and will give the same their support as far as they have it in their power to do so.

They confidently rely that due care will be taken, that only suitable Surveyors are registered by the Chamber or other Public Body and that in the selection of these gentlemen the Bombay Underwriters' Association and the representatives of Lloyd's, London, will be consulted in each case.—Yours faithfully,

L. A. BELLERS, Secretary.

THE INSTITUTE OF LONDON UNDERWRITERS,
1, ST. MICHAEL'S HOUSE, CORNHILL, E.C.,
9th December 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

Marine Surveyors at Bombay.

DEAR SIR,—I have to inform you that the proposals dealt with in your letter of the 24th September and the communications between your Chamber and the Bompay Underwriters' Association enclosed therein have been considered by my Committee, and I am instructed to say that, while in sympathy with the idea of registration of Surveyors by a competent body, as tending to secure that efficient and trustworthy men are available to parties interested, they are unwilling to approve of any proposal which may place a limit upon the discretion of the latter in the settlement of any questions that may arise upon the reports or action of Surveyors; therefore they find themselves unable to support a scheme which would constitute the Chamber of Commerce or other body the inevitable arbiters.—Yours faithfully,

C. H. STANLEY, Secretary.

P.S.—A similar letter has been addressed to the Bombay Underwriters' Association by this mail.

APPENDIX K-1.

PORT OF ADEN.

DEEPENING OF INNER HARBOUR.

No. 1821 of 1903.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 30th December 1903.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

Aden Port Trust.

DEAR SIR,—In continuation of my letter No. 1655 of 28th November 1903, I am directed by the Committee of the Bengal Chamber of Commerce to intimate that they have received from the Secretary of the Chamber of Commerce at Aden, copy of his letter to the Secretary to his Excellency the Governor of Bombay, forwarded through the Political Resident at Aden, and applying for the loan of certain steam dredgers belonging to the Imperial Government and said to be now lying idle at Gibraltar. The Committee have no doubt that you have received a similar letter from the Aden Chamber, and they will be glad to know at your early convenience, whether your Committee purpose supporting the request contained in it.—Yours faithfully,

W. PARSONS, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 4th January 1904.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 30th ultimo, and to hand you copy of a letter addressed by my Committee to Government on the subject of the deepening of the inner harbour of Aden.—Yours faithfully,

FREDERICK NOEL-PATON, Secretary.

No. 86 of 1904.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 14th January 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

Aden Harbour.

DEAR SIR,—I have to acknowledge receipt of your letter of 4th January, enclosing copy of your letter of 28th December 1903, to the Secretary to the Government of Bombay, Marine Department,

supporting the request of the Aden Chamber of Commerce for the loan from the Imperial Government of one or two of the Government dredgers now employed at Gibraltar, for which the Committee are much obliged.

I have now the pleasure to enclose copy of a letter I have just addressed to the Secretary to the Government of Bengal, Marine Department, on the same subject.—Yours faithfully,

W. PARSONS, Secretary.

No. 85 OF 1904.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 14th January 1904.

From the SECRETARY, BENGAL CHAMBER of COMMERCE,
To the SECRETARY TO THE GOVERNMENT OF BENGAL,
MARINE DEPARTMENT.

SIR,—The Committee of the Bengal Chamber of Commerce have been favoured by the Committee of the Aden Chamber of Commerce with copy of a representation addressed by them on the 4th of December 1903, to the Secretary to His Excellency the Governor of Bombay, through the Political Resident at Aden, on the subject of the deepening of the inner harbour in the Port of Aden. The improvement and efficiency of the Port of Aden is a matter in which this Chamber has always taken a deep interest in view of the great importance of Aden as a Port of call for coaling and other purposes for the various lines of steamers trading between Europe and the East. The Committee would refer you in this connection to my letter No. 1123 of 11th August 1902, to your address, in which the proposals for the construction of a public wharf at Aden and the deepening of the harbour at that Port were reviewed and commented on at considerable length.

2. The present representation of the Aden Chamber of Commerce resolves itself into a simple request for the loan from the Imperial Government of one or two of the Government dredgers now employed at Gibraltar, and which it is stated will soon be unemployed. It is said that if this request were granted the work required in the harbour could soon be completed, especially if the crews of the dredgers remained in charge, skilled labour being very difficult to obtain locally.

3. The letter of the Aden Chamber of Commerce to the Secretary to His Excellency the Governor of Bombay, explains clearly and concisely the vital importance of the deepening and the widening of the inner harbour to the development of the trade of the Port, which it is feared will otherwise diminish in favour of the competing Port of Djiboutil. It is also explained in the letter that the expenditure required for the purpose, unless the assistance now asked for be given, is estimated by the Aden Port Commission at about £80,000, a sum far more than the resources of the Port could meet without further unduly taxing the shipping and the mercantile community, a course which would be detrimental to the development of the trade of the Port and defeat the principal object which it is sought to attain. Under these circumstances, the Committee trust that the Government of Bengal will see their way to place the request of the Aden Chamber of Commerce with a favourable recommendation, and with as little delay as possible before the Government of India. In order to facilitate the reference, I have the honor to enclose for the information of Government copy of the representation from the Aden Chamber of Commerce to His Excellency the Governor of Bombay.—I have,&c.,

W. PARSONS, Secretary.

APPENDIX K-2.

PROPOSED CANAL THROUGH THE ISLAND OF RAMESWARAM.

MARINE DEPARTMENT, No. 3938.

OOTACAMUND,
15th October 1904.

From the HON'BLE MR. M. HAMMICK, C.I.E., I.C.S.,
Ag. Chief Secretary to the Government of Madras,

To the CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—In connection with the proposal to cut a canal through the island of Rameswaram which lies in the straits between India and Ceylon, I am directed to enclose an extract from a note of the Director of Railway Construction, dated 12th May 1904, and to request you to be so good as to furnish the Government of Madras

with information regarding the total tonnage of vessels which would be likely to use the canal from Bombay if the canal were deep enough for vessels

(i) 12′ draft and under
(ii) 16′ „ „
(iii) 20′ „ „
(iv) 24′ „ „
(v) over 24′ draft

and the voyages in which such vessels would use it. The draft of vessels using the Pamban channels between the island of Rameswaram and the mainland is now limited to about 11 feet by the shallowness of those channels.—I have, &c.,

M. HAMMICK, Ag. Chief Secretary.

Enclosure to Letter from the Government of Madras, No. 3938, *dated* 15*th October* 1904.

Extract paragraphs 1-11 of Officiating Director of Railway Construction's note of 12th May 1904.

1. The chart which accompanied the project is on the scale of 5 miles to one inch. On the south side of the canal it shows that there is deep water of about 6 fathoms up to within about 2 or 3 miles from the canal entrance and that there is a strip of belt of 4 fathoms depth extending almost to the mouth of the canal. From the edge of this strip to the actual shore line there is shoal water a few feet in depth but a width of only about 400 yards.

2. Under present conditions, then, a depth of 24 feet is available and this could be safely used by ships drawing 20 feet without any dredging being necessary.

3. The published charts of the vicinity are dated 1845-47 and are said to be incorrect. It is understood that a new survey has been in progress since 1895 and that new charts are under preparation. The Marine Department send some preliminary sheets which include a small part of the area. That of Pamban Harbour dated April 1901 gives the soundings for about one mile to the east and two or three miles to the south of the canal southern entrance. It shows a basin of deep water from 25 to 30 feet close up to the canal.

4. The Director of the Royal Indian Marine, however, states that good water probably exists to within two miles of the anchorage where a flat of 4 fathoms about 1½ mile broad would have to be crossed before reaching the deeper water (26 to 30 feet) shown on the preliminary chart. This belt or flat is not shown on any of the drawings in this office and it would be a convenience if the Marine Department would furnish us with a chart on which it is clearly marked, so as to give a general idea of its size and position.

5. Having got this it would be necessary to decide for what sized ships the approaches should be made available. As above stated they are already suitable for ships of 20 feet draught and to make them suitable for deeper ships would involve dredging a channel across the fathom flat. It appears to be assumed that for a 20-feet ship a depth of water of 24 feet is required. This is in the open sea where every yard of the road has not been investigated. Possibly in an artificial channel the margin might be less.

6. It would seem to be necessary to provide for the ordinary coal steamers that visit eastern ports. It is believed that their draught does not as a rule exceed 24 feet and that it would therefore be safe to assume that a channel of 28 feet depth is required.

7. What we want to get at is an estimate of the cost of dredging a channel, at least 28 feet deep, across the flat said to be 24 feet deep and 1½ mile broad. We also want the cost of maintaining it and marking it out and lighting it.

8. Another point raised is whether the shoals and islands to the south-west afford sufficient natural protection to the anchorage from the south-west monsoon. If not we want particulars and cost of the artificial works that would be necessary.

9. On the north side the problem is very much simpler as there is deeper water and sufficient natural protection. But still it is possible that some works may be required and we want particulars of them.

10. It will thus be seen that certain information is required which can only be supplied by a marine expert. It seems desirable to arrange that the Marine Department shall be moved to make the necessary investigations and supply the information.

11. It must not however be overlooked that it may very well be the case that the project can be taken up as it stands without

further investigation if it is found that there is a large traffic carried on in vessels of 20 feet draught and under. It is believed that this is really the case and that all the coasting trade and much of the ocean trade is actually carried in such vessels. The Marine Department may be able to give information on this point, and it is very likely that it will be found well worth while to at once enter upon the project as it stands instead of waiting for the year or two that must elapse in making investigations for a larger scheme. Any work required to accommodate vessels of over 20 feet draught would be purely of the nature of additions and extensions and would not in any way affect the character or shape of the scheme.

CHAMBER OF COMMERCE,
BOMBAY, 19th January 1905.

The CHIEF SECRETARY TO THE GOVERNMENT OF MADRAS,
MARINE DEPARTMENT, Madras,

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter in the Marine Department, No. 3938, dated the 18th October last, with enclosure, in which my Committee were requested to furnish the Government of Madras with information regarding the total tonnage of vessels from Bombay which would be likely to use the projected canal through the Island of Rameswaram in the event of its being given one or other of the several hypothetical depths stated.

2. I am to express the regret of my Committee that it has not been possible to reply sooner ; and that, after such delay, they are still unable to give more than a very vague estimate of tonnage on the lines suggested.

3. Into such an estimate the following considerations enter :—

(*a*) The saving in distance, and therefore in time, to be effected by use of the canal. It is understood that the saving in distance would be about 200 miles on the voyage to Calcutta and 135 miles on that to Burma.

(*b*) The amount of expenses to be incurred by use of the canal. It is believed that, in addition to ordinary dues representing interest on the cost of the canal itself, there would also be pilotage and charges for the erection and

maintenance of the several costly lights that would have to be established in the dangerous approaches.

(*c*) The width of the canal and the degree of risk involved in the transit.

(*d*) The regulations to be in force as to speed, stoppages for pilot, etc., passing of other steamers, tying up, and so on. On these depends the probability of delay.

4. All the shipping companies in Bombay have been consulted in the matter; but the total tonnage to which such a canal might offer facilities is unknown. It appears, however, that in 1904 the clearences from Bombay for Calcutta and for Rangoon were 54 steamers and 230 steamers respectively, making a total of 284. Most of these steamers arrived either from Calcutta or Burma. The Committee are advised that if the total detention in the canal did not exceed three hours and if therefore the saving in time effected should amount to half a day; if moreover the attendant risk was really trivial and if the total cost in dues, etc., did not exceed Rs. 150 per steamer, there is a probability that about fifty per cent. of the abovementioned steamers would use the canal. It is added that if the total charges should amount to Rs. 300 or more per steamer, none would use it.

5. The net issue of the enquiry would appear to be that the financial success of the project would be very far from assured; and unless it can be shown that there are other factors not known to the Chamber or to the persons engaged in the shipping trade my Committee believe that it would be unwise to embark on the enterprise.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX L-1.

RUNNING AGREEMENTS BETWEEN MASTERS AND SEAMEN OF FOREIGN-GOING VESSELS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
BOMBAY, 21st March 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I have received a notification from the Shipping Master to the effect that under instructions from Government no running agreements for Foreign-going ships will be made to extend beyond the next following 30th June or 31st December in terms of Section 23 of Act 1 of 1859.

As you will recollect this matter was taken up by your Committee in November last when they advised Government that such procedure would entail much inconvenience and expense, and at the same time expressed a hope that Government would amend the law in such a manner as to regularise the present practice which was found to be a convenient one to all concerned.

I would add that in face of the strong recommendation put forward by you in response to an enquiry from Government for your views on the matter, it is not apparent why Government should have taken this step, more especially as the Shipping Companies interested in Bombay, also made similar representations.

I would now ask you to bring this important matter again before your Committee with a view of requesting Government to reconsider the enforcement of this new regulation which puts an unnecessary expense and a great inconvenience on Shipping Companies carrying crews under the Indian Shipping Act.—Yours faithfully,

W. C. SYMES, Acting Superintendent.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED,
BOMBAY, 24th March 1904.

The SECRETARY, BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—We have to advise having received the following from the Shipping Master, Bombay :—

"Under instructions from Government the undersigned has the
"honor to inform that from this date no running agree-
"ments for Foreign-going ships will be made to extend

"beyond the next following 30th day of June, and 31st day
"of December, in terms of Section 23 of Act 1 of 1859."

Before this change in the system of Articles of Agreement was suggested, we were asked for our opinions and at the time (November last) pointed out that the system now introduced would add considerable unnecessary expense and inconvenience, as will be seen from the fact that crews engaged here in the month of May would require to be discharged in June, and steamship owners would have to make fresh arrangements. We think the Government orders must have been passed without due consideration or without full information, and as the Chamber had the question previously before them, we would suggest that the matter be again taken up with a view to addressing Government direct.

The old system has been in force for many years, and has, we think, proved to work well.

We understand other members of the Chamber are of same opinion.—We are, &c.,

per pro. MACKINNON MACKENZIE & Co.,
R. G. MONTEATH, Agents.

CHAMBER OF COMMERCE,
BOMBAY, 24th March 1904.

The SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to solicit the attention of Government to the Chamber's letter of 6th November 1903, relating to the proposal of Government to bring into conformity with the provisions of Section 23 of Act 1 of 1859, the practice in respect of Running Agreements between Masters and Seamen of Foreign-going Vessels. It will be remembered that the Committee expressed the opinion that "the enforcement of a law making all such agreements terminable on the 30th June or 31st December would entail much inconvenience and additional expense," and suggested that Government should amend the law in such a manner as to regularize the practice referred to in the opening paragraph of your letter No. 397-G of the 22nd October 1903.

2. The Committee have not so far been favoured with a reply to their letter, but their attention has been called to a Notification

recently issued by the Shipping Master to the effect that under instructions from Government "no Running Agreements for Foreign-going Ships will be made to extend beyond the next following 30th June or 31st December in terms of Section 23 of Act 1 of 1859."

3. I am to point out that at the time when Act 1 of 1859 was passed, the conditions were entirely different from those at present existing. The Suez Canal was not in existence; no lascars sailed west of Suez and it is clear that the Act in question was intended mainly for application to the coasting trade of India.

4. My Committee were invited by Government to express an opinion as to whether much practical inconvenience would attend the enforcement of the old Act. After due enquiries they were obliged to reply unequivocally in the affirmative. My Committee are unable to understand why if the practical inconvenience is to be disregarded by Government they should have been invited to express an opinion on the subject, or why in the face of so clear a statement that the inconvenience would be great, Government should proceed to enforce the Act without even intimating the grounds for their decision. I am accordingly to beg that H. E. the Governor may be pleased to allow the present practice to continue until such time as those immediately concerned have been placed in possession of Government's reasons for the proposed change, and are able to submit their views for further consideration.

5. The matter being one of urgency I am to beg that you will be so good as to place this letter before H. E. the Governor in Council for favourable consideration, and communicate to the Chamber as early as possible, the purport of such order as H. E. may be pleased to pass on it.—I have, &c.,

C. H. ARMSTRONG, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 151-G OF 1904.

MARINE DEPARTMENT,
BOMBAY CASTLE, 11th April 1904.

TO THE CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—In reply to your letter of the 24th March 1904, I am directed to state, for the information of the Chamber, that the practice of drawing up Running Agreements between Masters and Seamen of

Foreign-going Vessels for six months instead of in accordance with Section 23 of the Indian Merchant Shipping Act, 1859, was, as stated in the Chamber's letter of 6th November last, introduced by a former Shipping Master in anticipation of the amendment of the Act. Prior to 1894, the provisions of the Act were complied with in Bombay, as they no doubt have been and are complied with throughout India. To regularize the practice adopted at this Port legislation is necessary, a fact which is recognised by the Chamber, but the Government of India, with whom it rests to legislate, has recently intimated that the revision of Act 1 of 1859 has been indefinitely postponed. I am to observe that even if an amendment of the law as desired is determined on, it will take a considerable time to be effected, and, in the meantime, His Excellency the Governor in Council, while much regretting the practical inconvenience which will result, cannot permit a practice to continue in Bombay which is unauthorised and in contravention of the provisions of the Act.

2. I am at the same time to request that, if the Chamber see fit to submit a further representation, they will be so good as to state in detail the arguments in favour of the practice referred to. I am also to remind the Chamber that the existing* law in England is the same as that which they desire to see amended, and that to justify a special provision for Bombay it would seem necessary to show that there are local circumstances which cause special practical inconvenience to result from the enforcement of the general law.—I have, &c.,

J. SLADEN, Ag. Secy. to Government.

CHAMBER OF COMMERCE,
BOMBAY, 15th June 1904.

The SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 151 of the 11th April 1904, relating to the proposal of Government to bring into conformity with the provisions of Section 23 of Act 1 of 1859, the practice in respect of Running Agreements between Masters and Seamen of Foreign-going Vessels.

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* *Vide* Section 115 (5), and (6), of the Merchant Shipping Act, 1894.

2. With reference to paragraph 2 of your letter in which you say that "if the Chamber see fit to submit a further representation they will be so good as to state in detail the arguments in favour of the practice referred to," I am to say that the Committee have given the matter their most careful consideration and have now the honour to submit the following remarks based on information which their enquiries have elicited.

3. As Government are, no doubt, aware the steamers of the P. & O. Company employed on the local services, *i.e.*, the Aden and China Lines, usually carry large native crews, consisting of Firemen, Lascars and Goanese and a more or less regular employment is thereby given to a very large number of British subjects in this country. It may not be generally known, but it is none the less true, that the majority of the native crews are members of Guilds or Clubs, the executive officers of which have considerable power over the men. This is particularly the case as regards the Goanese members of a crew who are more or less in the hands of the executive of a Portuguese Club in Bombay,—an institution which appears to have an extraordinary hold over its members and the joining of which is practically compulsory. These Clubs or Unions, as Government will at once recognise, greatly facilitate strikes as is the case in many parts of Europe, and the fact of having a large number of Native Seamen adrift in an important Port like Bombay at one time is in itself an incentive to strikes and other troubles. Apart from this, the paying off of all crews at practically two given times of the year renders it extremely difficult to procure efficient seamen required for vessels sailing at these times as Lascars usually like to go to their country to spend their wages, and owing to the increased demand for these men suitable hands become extremely scarce. Beyond an occasional temporary strike of Goanese, steamer companies in Bombay have not had much trouble from Native crews in the past, but the consequences of a strike would be so serious in completely paralysing trade in all its branches that the Committee consider it is incumbent on Government to so frame their Act that such a contingency may be reduced to a minimum. This in itself should be a sufficient reason for Government to enact a Bill whereby the Running Agreements do not all expire at two stated times of the year, turning adrift a large number of Native

Seamen with their wages in their pockets who consequently assume an air of temporary independence.

4. It may be argued that the existing law in England is the same as that which the Committee, in the interests of Shipping Companies in Bombay, are desirous of seeing amended, but they would submit, apart from the fact that conditions in England and in India are not identical, that the English Act was found to be impracticable in its application so far at least as the P. & O. Mail steamers are concerned, and the Board of Trade accordingly sanctioned the extension of all articles in connection with that Company's vessels sailing from English Ports, for a period not exceeding 12 months. All the P. & O. crews therefore sign on English Articles for the latter period to date from day of signing the articles.

5. The effects of the altered arrangements for the signing on of ships' crews are already beginning to be felt, and the case of the B. I. S. N. Co.'s S.S. "Henzada," the Native Seamen of which steamer were unwilling to proceed to the Persian Gulf in the month of July, has been brought to the notice of the Chamber as illustrating the inconvenience which shipping companies are now being put to :—

> "The 'Henzada's' sailing date was on 14th instant. On the morning of the 13th idem or the day before the steamer was due to sail the native firemen in a body feigned sickness and declared themselves unfit to go to sea. The men were not sick, but there was no time to go into the question if the steamer was to keep to her sailing date, and being a mail steamer, we (the B. I. S. N. Co.) had no option but to discharge the malingerers and sign on a new crew."

> "In our opinion these men would not have demurred to go to sea had not the new system of agreements been brought into force. Under the old system they might have had to wait months for re-employment, whereas now—and this is what we complain of—these men know that on 1st July most if not all of the ships in Bombay Harbour will require to sign on new crews and they, the men, will practically be in a position of dictating terms to the shipowner."

"The result of our having to sign on a new crew now is, that as the Articles expire on the ship's next arrival in Port after 30th June—*viz.*, one month hence—a crew will again have to be signed on".

6. The question of expense is also worthy of consideration. Steamers sailing on short voyages in June or December and returning in 2 or 3 months' time or less as numbers do, would have to sign on two crews in a very short space of time and thus be compelled to pay Shipping Office fees and Brokers' commission twice over. This the Committee consider is in itself unfair and puts the steamship company to considerable and unnecessary expense. The six monthly Running Agreements from date of signing on impose no hardship whatever on the men; on the contrary the Committee are informed that seamen would favour such an arrangement. The Shipping Office may possibly be able to work with a slightly reduced staff if agreements all fall in at certain stated times of the year, but it should be borne in mind that a system which was practicable a decade ago and one which has worked continuously in Calcutta since the passing of the Act in 1859, need not necessarily be the most suitable for present day requirements, when the conditions in Bombay are utterly changed, the number of suitable seamen not to any appreciable extent increased, and the demand for native crews grown considerably.

7. While on this subject I am to invite attention to a communication, dated 25th November 1890, addressed to the Secretary to the Government of India, Legislative Department, by the Calcutta Agents of the British India Steam Navigation Company, Ld., and to ask that the whole question may be reconsidered by Government in the light of the additional information which I have now the honour to submit, as an extended strike in the Port of Bombay would completely disorganize trade and be a serious inconvenience to the country generally.—I have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Assistant Secretary.

No. 289-G OF 1904.

MARINE DEPARTMENT,
BOMBAY CASTLE, 1st August 1904.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to my letter No. 250-G, dated the 28th ultimo, I am directed to state that the representation made by the

Chamber in regard to Running Agreements between Masters and Seamen of Foreign-going Vessels has been forwarded to the Government of India.—I have, &c.,

J. SLADEN, Acting Secretary to Government.

APPENDIX L-2.

NATIVE SEAMEN.

No. C. 2252 OF 1904.

BOMBAY CUSTOM HOUSE,
20th February 1904.

From E. GRAY, ESQ., I.C.S.,

COLLECTOR OF LAND REVENUE, CUSTOMS and OPIUM, Bombay.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I have the honor to forward copies of the marginally noted Government Resolutions in the Marine Department on the subject of employment of Arab Seamen, Natives of Aden, at British Indian Ports and of Eurasian lads as apprentices on merchant vessels, and to request that you will be so good as to favour me with the views of the Chamber on the subject.—I have, &c.,

Marine Department No. 16 of the 3rd instant.

Marine Department No. 54 of 26th April 1901.

E. GRAY, Collector of Customs & Opium.

Merchant Shipping.—Regarding the engagement at British Indian Ports of Arab Seamen, Natives of Aden, under the ordinary articles applying to British sailors, and application to East Indians, Eurasians and others of Sections 125 and 185 of the Merchant Shipping Act, 1894.

MARINE DEPARTMENT No. 16.

BOMBAY CASTLE, 3rd February 1904.

Letter from the Government of India, Finance and Commerce Department, (Statistics and Commerce—Merchant Shipping), No. 351-S.R., dated the 16th January 1904 :—

"I am directed to forward a copy of a despatch from the Secretary of State, No. 171 (Revenue), dated the 20th November

1903, together with its enclosures, regarding the engagement at British Indian Ports of Arab Seamen, Natives of Aden, under the ordinary articles applying to British Sailors. The Secretary of State also enquires whether it is considered desirable to secure the application of Sections 125 and 185 of the Merchant Shipping Act, 1894, to persons commonly designated East Indians or Eurasians, of mixed race, or to other classes of persons having their homes in India, if the law officers should be of opinion that these sections do not at present apply to such persons.

"2. I am to request that, with the permission of His Excellency the Governor in Council, orders may be issued with the object of preventing the engagement at any British Indian Port in the Bombay Presidency, under the ordinary articles applicable to British Seamen, of Arabs, Natives of Aden. The Government of India desire to be informed of the steps taken to prevent the occurrence of such cases.

"3. I am also to request that, after consulting such officers and public bodies as it may be considered advisable to refer to, His Excellency the Governor in Council will favour the Government of India with his opinion as to the desirability of securing the application of Sections 125 and 185 of the Merchant Shipping Act, 1894, to the classes of persons enumerated in paragraph 5 of the despatch. In this connection, I am to invite attention to the Resolution of the Government of India, No. 1735-M.—S.R., dated the 29th March 1901."

RESOLUTION.—Copies of the Government of India's letter and of its enclosures* should be forwarded to the officers concerned for information, with reference to Government Resolution, No. 54 dated the 26th April 1901.

2. The Shipping Master, Bombay, the Commissioner in Sind and the Political Resident, Aden, should be requested to carry out the orders contained in paragraph 2 of the Government of India's letter and to report the measures adopted by them at the ports of Bombay, Karachi and Aden, respectively, in order to ensure strict observance of these orders.

3. The shipping Master, Bombay, the Commissioner in Sind and the Political Resident, Aden, should be asked to favour Govern-

* Printed as an accompaniment to this Resolution.

ment with their opinions on the question referred to in paragraph 3 of the Government of India's letter. The Shipping Master should submit his report through the Commissioner of Customs, Salt, Opium and Abkari, who should be requested to favour Government with his views on the subject after obtaining the opinion of the Bombay Chamber of Commerce, and of such officers as he may deem it desirable to consult. The opinion of the Karachi Chamber of Commerce should be obtained by the Commissioner in Sind and furnished to Government.

J. SLADEN, Acting Secretary to Government.

To

The Commissioner in Sind,
The Commissioner of Customs, Salt, Opium and Abkari,
(With copy of Government Resolution No. 54 of 1901.)
The Political Resident, Aden,
The Shipping Master, Bombay.

} With copies of the accompaniments to the letter from the Government of India.

Accompaniment to Government Resolution, Marine Department, No. 16, *dated the 3rd February* 1904.

No. 171 (Revenue), dated 20th November 1903.

From the SECRETARY OF STATE FOR INDIA (MR. ST. JOHN BRODRICK),

To the GOVERNMENT OF INDIA.

Destitute Indian Seamen.

Numerous applications for the relief and repatriation of destitute Indian Seamen have recently had to be dealt with in this office. The applicants have in many cases been persons commonly called East Indians or Eurasians of Indian birth, who, having been engaged in Indian or other Eastern Ports, not under the special agreements which make the employer liable for their return to their native country, but under the ordinary articles applying to British Sailors, have been discharged in the United Kingdom or at foreign ports. When discharged at foreign ports they have been sent to this country by British Consuls, or by the owners of the ships from which they have been discharged, or have found their way to a British Port by working their passage or by paying for it.

2. There have also been several cases in which Arabs, born at Aden, have been engaged under European articles, and discharged in this country or on the Continent, and when destitute have had to be helped by this office.

3. Expenses thus incurred for the relief or repatriation of both classes have been claimed by this office, under the provisions of Section 185 of the Merchant Shipping Act, 1894, from the owners of the vessels in which the men were employed, and have been repaid, but not without protest on the part of some of the shipowners. Some specimens of the cases which have occurred, both of Eurasians and of Arabs, are given in the enclosed copy of correspondence.*

* To European Petroleum Co., Limited, R. and S. 2104, dated 14th August 1903.
From ditto, dated 17th August 1903, with enclosure.
To ditto, R. and S. 2144, dated 19th August 1903.
To Messrs. Rankin Gilmour & Co., R. and S. 1959, dated 9th September 1903.
From ditto, dated 10th September 1903.
From Strangers' Home, dated 17th August 1903, with two enclosures.
To Messrs. Watts, Watts & Co, R. and S. 2146, dated 18th August 1903.
From ditto, dated 18th August 1903.
To ditto, R and S. 2184, dated 20th August 1903.
From ditto, dated 22nd August 1903.
To ditto, R. and S. 2201, dated 25th August 1903.
Memorandum from Strangers' Home, dated 10th August 1903. R. and S. 2117.
Letter from Board of Trade, dated 13th October 1903, with enclosure.
Letter to ditto, R. and S. 2665, dated 19th October 1903.

4. There seems to be no doubt that Arabs, natives of Aden, are "Natives of India" for the purposes of Sections 125 and 185 of the Merchant Shipping Act, 1894. It does not appear that any of the Arabs whose cases have come before this office were engaged at Indian ports, but several were shipped at Colombo. I request that your Government will issue such instructions as may seem necessary in order to prevent the occurrence of any such cases at Indian ports.

5. The question whether Eurasians born in India should be held to be "Natives of India" for the purposes of Sections 125 and 185 of the Merchant Shipping Act, 1894, and of the Indian Merchant Shipping Act, 1883, is one of some difficulty. I forward a copy of correspondence† with the Strangers' Home for Asiatics, and with the Board of Trade, on the subject from which you will see that the Board of Trade suggest that the opinion of the law officers should be taken as to the extent of the term "Native of India" in Sections 125 and 185 of the Merchant Shipping Act. I am prepared to act on this suggestion, but should

† Letter from Strangers' Home, dated 15th April 1903, with two enclosures.
Letter to ditto, R. and S. 940, dated 20th April 1903.
Letter to Board of Trade, R. and S. 1905, dated 7th August 1903, with enclosure.
Letter from ditto, dated 22nd October 1903.

be glad to have your views first as to the expediency of securing the application of these sections to persons commonly designated East Indians or Eurasians‡, of mixed race, or to other classes of persons having their homes in India. Should the law officers hold that the present provisions of the sections in question do not apply to these classes, it will then be necessary for you to consider what measures (if any) could and should be taken in India, or in this country, by legislation or otherwise, to deal with the cases of destitute Eurasian seamen which occur under the present system.

‡ *cf.* European Vagrancy Act IX of 1874.

6. With reference to the sixth paragraph of the Board of Trade's letter of 22nd October 1903, as to the possibility of dealing with distressed Eurasians at foreign ports under Sections 190—3 of the Merchant Shipping Act, 1894, as amended by Sections 4 and 8 of the Merchant Shipping (Mercantile Marine Fund) Act, 1898, it has to be borne in mind that the difficulty is only transferred to this office when, as in some of the cases that have given rise to this correspondence, the men are shipped from a foreign port not to India but to a port in the United Kingdom, where they are often unable to obtain employment, or will not accept it, and ultimately become destitute.

No. R. and S. 2104, dated 14th August 1903.

From T. W. HOLDERNESS, Esq., C.S.I., Secretary,

Revenue and Statistics Department, India Office;

To the Manager, European Petroleum Company, Limited.

I am directed to bring to your notice the cases of Abbas Ali and Hassan Ahmed, natives of Aden, stated to have been employed on board the steamship *Vedra*, belonging to your Company, and paid off at South Shields on 27th July.

2. They have been received into the Strangers' Home for Asiatics in Limehouse, on the application of the Secretary of State for India in Council, until either employment is found for them or passages to Aden are procured.

3. I am to invite your attention to Section 185 of the Merchant Shipping Act, 1894, which provides that any charges so incurred by the Secretary of State for India in Council for maintenance and

passage Home are recoverable from the master and owners of the ship bringing the destitute lascar to the United Kingdom.

4. I am to suggest that, on the removal of these men from the Home, the sum due to the Home for their maintenance may be liquidated by your Company.

Dated 17th August 1903.

From W. F. MORSE, Esq., SECRETARY,

EUROPEAN PETROLEUM COMPANY, LIMITED;

To the UNDER SECRETARY OF STATE FOR INDIA.

We beg to acknowledge the receipt of your favour of the 14th instant. We have written to the Captain of the steamship *Vedra* on the subject and send you herewith copy of his reply.

Extract of letter from Captain Prout, Steamship "Vedra."

Re *Hassan Ahmed and Abbas Ali.*

I beg to state these men were shipped as Arabs, and not as lascars and were on European wages and fed as Europeans. Hassan Ahmed was shipped at Colombo and made two voyages to Calcutta and was paid off with a good pay day, as you will see if you kindly look up accounts of wages I sent you.

2. Abbas Ali was a stowaway at Aden when I left there on my way to Batoum in ballast, and on my return to Port Said from Black Sea I shipped him as one of my crew, on European wages, as I had paid off some of my crew there and took him on as one in place of those that I had paid off; this man also made a voyage to Calcutta and back to England. I understood at Port Said these men being Arabs I should not have to send them back, and when paying off at Shields there was no mention made as to this, and all was paid off and given Continuous Discharge books. And I cannot see how they can be called destitute lascars.

No. R. and S. 2144, dated 19th August 1903.

From J. H. SEABROOKE, Esq., ASSISTANT SECRETARY,

REVENUE and STATISTICS DEPARTMENT, INDIA OFFICE,

To the SECRETARY, EUROPEAN PETROLEUM COMPANY, LIMITED.

I am directed to acknowledge the receipt of your letter of the 17th August, with its enclosure, and in reply to inform you that Hassan Ahmed and Abbas Ali, as natives of Aden,

are legally natives of India, that Section 185 of the Merchant Shipping Act therefore applies to their case, and that the fact that they shipped as Arabs on Eurepean wages does not affect the question of the liability of your Company under the section above mentioned.

No. R. and S. 1950, dated 9th September 1903.

From SIR HORACE WALPOLE,

UNDER SECRETARY OF STATE FOR INDIA,

To MESSRS. RANKIN, GILMOUR & Co.

I am directed by the Secretary of State for India in Council to inform you that in June last three Arab firemen, natives of Aden, by name Mahomed Nasab, Sali Ahmed, and Ibrahim Ali, who had been paid off from your steamship *St. Kilda* at Antwerp, on 7th May, and had been sent to London, applied to this office, as destitutes, for assistance.

2. Before applying to this office, the men were in the Strangers' Home for Asiatics, Limehouse, London, but they were required to leave it, as they could not pay for their board.

3. At the request of the Secretary of State for India, they were received back into the Home until arrangements could be made for their employment or repatriation, and they were sent, on 26th June to Cardiff, where it was thought they would be most likely to obtain employment, and no application has since been received from them at this office.

4. The Secretary of State for India has defrayed, under the obligation imposed on him by Section 185 of the Merchant Shipping Act, 1894 (natives of Aden being legally natives of India), the following expenses incurred by the Home for the maintenance of these native seamen and for their journey to Cardiff :—

	£	s.	d.
Board and lodging from 18th to 26th June, eight days at 1*s.* 3*d.* per day per man ...	1	10	0
Cartage, etc., from the Home to Paddington...	0	2	0
Railway fares to Cardiff at 13*s.* 4½*d.* per man ...	2	0	1½
	3	12	1½

5. In these circumstances, I am directed to bring to your notice the liability of masters and owners of ships, under the section above mentioned, of the Merchant Shipping Act, for expenses incurred by the Secretary of State for India for the relief or maintenance or passage Home from this country of destitute Indian seamen, and request you to be so good as to remit the sum of £ 3 12*s.* 1*d.* to the Bank of England with the enclosed receivable order.

6. The favour of an acknowledgment of this letter is requested.

Dated 10th September 1903.

From MESSRS. RANKIN, GILMOUR & Co.,

To the UNDER SECRETARY OF STATE FOR INDIA.

We beg to acknowledge the receipt of your letter R. and S. 1950, dated 9th instant, in reference to the repatriation of three Arab firemen *ex* our steamer *St. Kilda*, and now have the honour to inform you that we have to-day remitted to the Bank of England, as requested, the sum of £ 3 12*s.* 1*d.*, being the amount mentioned in your letter of above date.

Dated 17th August 1903.

From MAJOR-GENERAL F. E. A. CHAMIER,

HONORARY SECRETARY, STRANGERS' HOME FOR ASIATICS,

To the UNDER SECRETARY OF STATE FOR INDIA.

I have the honour to bring to your notice that J. D. Maseyk, Eurasian, of Moorshedabad, Bengal, is a destitute inmate of this Home.

2. I enclose correspondence with the Board of Trade regarding the discharge in England of this native of India.

Dated 13th August 1903.

From MAJOR-GENERAL F. E. A. CHAMIER,

HONORARY SECRETARY, STRANGERS' HOME FOR ASIATICS,

To the SUPERINTENDENT, MERCANTILE MARINE OFFICE, Fleetwood.

J. D. Maseyk, Eurasian of Bengal, has arrived in this Home destitute. He states that he was paid off by you this week from the steamship *Kilburn*.

2. I have the honor to inquire how a native of India was paid off in England. This information is required to enable the Secretary of State for India to take action under Section 185, Merchant Shipping Act, 1894.

Dated 15th August 1903.

From J. R. KEELEY, Esq., Superintendent,

Mercantile Marine Office, Fleetwood,

To the Honorary Secretary, Strangers' Home for Asiatics.

With reference to your letter of the 13th instant, the master of the *Kilburn* informs me that he shipped Maseyk on the recommendation of the Superintendent at Bombay, who was fully aware that Maseyk would be discharged in England, as Maseyk stated that he was anxious to go to England as he had business to transact there. On the *Kilburn's* arrival here Maseyk asked the master to discharge him, and the master yielded a reluctant assent.

2. I am surprised to hear that Maseyk is destitute, for he told the master that he was going to stay with a relative at Tooting, and that when he arrived in London he expected to receive a bank draft.

3. I may add that Maseyk was borne on European Articles, and that the master was unaware that he was a Eurasian until he saw your letter.

4. The *Kilburn* sails to-day for a Bristol Channel port.

No. R. and S. 2145, dated 18th August 1903.

From J. H. SEABROOKE, Esq., Assistant Secretary,

Revenue and Statistics Department, India Office.

To Messrs. WATTS, WATTS & Co.

I am directed to bring to your notice the case of J. D. Maseyk, a destitute seaman, native of Bengal, employed on board the S.S. *Kilburn*, belonging to your Company, and paid off at Fleetwood in August.

2. Being destitute he has been received into the Strangers' Home for Asiatics in Limehouse, on the application of the Secretary of State for India in Council, until either employment is found for him or a passage to India is procured.

3. I am to invite your attention to Section 185 of the Merchant Shipping Act, 1894, which provides that any charges so incurred by the Secretary of State for India in Council for maintenance and passage Home are recoverable from the master and owners of the ship bringing the destitute seaman to the United Kingdom.

4. I am to suggest that on his removal from the Home the sum due to the Home for maintenance may be liquidated by your firm.

Dated 18th August 1903.

From MESSRS. WATTS, WATTS & Co.,

To the UNDER SECRETARY OF STATE FOR INDIA.

We beg to acknowledge receipt of your letter of to-day's date (R. and S. 2145). We were not aware that a destitute seaman had been landed from the S.S. *Kilburn*. We have instructed the Manager of the Strangers' Home for Asiatics to put J. D. Maseyk on board our S.S. "Ilford" in Tilbury Dock, to-morrow morning, and this he has promised to do. The steamer leaves Tilbury for Ceylon to-morrow, and the man will be landed at Kankesanturai. We presume the authorities there will make no objection to his being landed.

No. R. and S. 2184, dated 20th August 1903.

From J. H. SEABROOKE, ESQ., ASSISTANT SECRETARY,
REVENUE AND STATISTICS DEPARTMENT, INDIA OFFICE,

To MESSRS. WATTS, WATTS & Co.

I am directed to acknowledge the receipt on this day of your letter, dated 18th August, stating that the destitute seaman J. D. Maseyk was to be shipped on your steamship *Ilford* for Kankesanturai in Ceylon.

I am to point out that Maseyk is stated to be a native of Bengal (Moorshedabad), and that further expense may be incurred under Section 185 of the Merchant Shipping Act, 1894, for his maintenance in Ceylon and conveyance from Ceylon to India.

Dated 22nd August 1903.

From MESSRS. WATTS, WATTS & Co.,

To the UNDER SECRETARY OF STATE FOR INDIA.

We beg to acknowledge receipt of your letter of the 20th instant, and we take note of all you say with regard to J. D. Maseyk. We must, however, respectfully decline to be at any further expense

with regard to him. When we sent him on board our steamship *Ilford*, we were not aware of the circumstances under which he had been engaged and discharged. We asked the Captain of the steamship *Kilburn* to write us fully with regard to the circumstances under which he shipped him, and the following is an extract from his letter:—

"J. D. Maseyk, second steward. When shipping at Bombay the Superintendent refused to ship a native as second steward, but introduced Maseyk to me as a perfectly right man to ship, he being an Anglo-Indian and a white man, although born in India, as many thousands of others who are not termed natives.

"Maseyk was perfectly dressed and in every way right, and as he wanted to get to London for business purposes, and also at the invitation of a sister through a bank agent at Tooting, he was quite satisfied with £ 2 a month, and signed on with the full approval of the Bombay Superintendent of the Mercantile Marine Office, so if anything wrong (which there is not) the Bombay Mercantile Marine Office is responsible, not us.

"At Maseyk's request, at Fleetwood, I paid him off legally before the Fleetwood Shipping Master, with full approval of Collector of Customs, etc., and balance paid him £ 2 2*s*. 5*d*.

"According to law and my articles, I was bound to pay this man off at completion of voyage, and if he gets destitute in a day or so it is none of our business, India Office notwithstanding, as this man Maseyk is not what is *called* a native of India; this term applies to Hindus, Mahomedans, etc., not to respectable white Christians. In my opinion we are in no way responsible, as I have complied with the Marine Board of Trade Department, and this letter, I consider, has no standing in the matter, and the India Office has been misinformed.

"As you are sending Maseyk to the steamship *Ilford*, this finishes it, but if Maseyk has a chance I do not think he will go to India, as he told us all he had a draft to cash at a London Bank, and was in no worry about finances, as I spoke to him on this subject at the Fleetwood Station.

"The clothes he wore did not look like a man in tight circumstances, and as he is a professional cook, I cannot see where the distressed seaman applies."

2. We judge from the foregoing that this man has imposed upon us, and we shall be glad if you will kindly have the matter investigated. If the Captain's statement can be substantiated, then Maseyk ought to be made to pay passage money for the voyage to Ceylon.

3. We are always willing to help distressed subjects, but in this instance the man appears to have been quite capable of finding his own way home.

No. R. and S. 2201, dated 25th August 1903.

From J. H. SEABROOKE, Esq., Assistant Secretary,

Revenue and Statistics Department, India Office,

To Messrs. WATTS, WATTS & Co.

I am directed to acknowledge the receipt of your letter of 22nd August, regarding J. D. Maseyk and to inform you that it is noted for further inquiry with other cases recently brought to notice.

Memorandum, dated 10th August 1903.

From Major-General F. E. A. CHAMIER,

Honorary Secretary, Strangers' Home for Asiatics,

To the Under Secretary of State for India.

Papi, Eurasian, a native of Southern India, shipped at Bombay, was paid off (he says) (according to his statement of wages produced) with £ at Barry on 29th May. He was admitted into this Home on 30th May. At the time of his admission he paid £2 in advance for his board.

2. As 30 days have elapsed on 20th July since he ceased to pay he must leave the Home. When required to leave, Papi developed malarial fever; he is now fit to return to India, but no applications for coloured seamen are now made. Papi was paid off from the *Gadsby* because he came to England on Eurcpean Articles. His debt to the Home amounts to £3 6*s*. 3*d*. Papi must go to the workhouse. Thirty days' grace allowed to each destitute costs the Home £1 17*s*. 6d.

No. M. 19172, dated 13th October 1903.

From WALTER J. HOWELL, Esq., Assistant Secretary,

Board of Trade, Marine Department,

To the Under Secretary of State for India.

With reference to a letter from the Superintendent of the Mercantile Marine Office at Liverpool, of which a copy was sent to you on the 8th instant, and to the case of two Eurasians, R. A. Grant and C. C. Dover, who were engaged on the ship *Foyle* at Rangoon and Calcutta, respectively, and discharged at Amsterdam on the 12th ultimo, thence paying their passage to Liverpool, I am directed by the Board of Trade to forward a copy of a further communication from the Liverpool Superintendent.

2. As regards the general question of the engagement of the Eurasians at Indian ports on ordinary Articles of Agreement, and the application to such persons of the provisions of the Merchant Shipping Act, 1894, which deal with the relief of distressed lascars, I am to refer to your letters of the 7th August and 6th October (R. and S. 1905), and to state, for the information of the Secretary of State for India in Council, that a letter will shortly be addressed to you on the subject.

3. The Board of Trade propose to reply to the questions raised by the Superintendent in the communication, of which a copy is enclosed as follows :—

(1) That as the two men in question were not engaged on a Lascar Agreement, and as the Agreement they signed did not contain any stipulation to secure their return to India, the provisions of Section 125 (2) do not apply to them.

(2) That if the men had been brought to the United Kingdom as seamen, the provisions of Section 184 (1) would probably have come into operation, but that as they paid their passage from Amsterdam to Liverpool, this section does not apply.

4. I am to enquire whether Mr. Secretary Brodrick concurs in the terms of the proposed reply.

No. F. 20171, dated 9th October 1903.

From J. MACNAB, Esq., SUPERINTENDENT,
MERCANTILE MARINE OFFICE, Liverpool;
To the ASSISTANT SECRETARY, MARINE DEPARTMENT,
BOARD OF TRADE.

Respecting the Eurasians, Dover and Grant, paid off from the ship *Foyle* at Amsterdam in September and now destitute in Liverpool, in compliance with your telegram for further information, I beg to forward the Articles and log of the ship just received from the Registrar-General of Seamen. The points upon which I desire information are:—

(*a*) Do these men come under the provisions of the Merchant Shipping Act, 1894, Section 125 (2), and thereby stand entitled to maintenance with repatriation?

(*b*) Does the fact of their having been discharged in a foreign country (not in the United Kingdom) and with Consular sanction exclude them from the operations of Section 184 (1)?

No. R. and S. 2665, dated 19th October 1903.

From SIR A. GODLEY, UNDER SECRETARY OF STATE FOR INDIA,
To the ASSISTANT SECRETARY, MARINE DEPARTMENT,
BOARD OF TRADE.

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter No. M. 19172 of the 13th October, and to inform you that he concurs in the replies which the Board of Trade propose to give to the two questions raised by the Superintendent of the Mercantile Marine Office at Liverpool in respect of the two Eurasians, R. A. Grant and C. C. Dover.

Dated 15th April 1903.

From MAJOR-GENERAL F. E. A. CHAMIER,
HONORARY SECRETARY, STRANGERS' HOME FOR ASIATICS,
To the UNDER SECRETARY OF STATE FOR INDIA.

I have the honor to enclose certain correspondence on the subject of distressed seamen, natives of India, and to inquire if Sections 184 and 185 of the Merchant Shipping Act, 1894, apply to the four Eurasian seamen who were discharged from the S. S. *Ems* by the Superintendent of the Mercantile Marine Office, Liverpool.

2. The question really is whether Eurasians are natives of India or European British subjects. If they are of the latter class, they are not eligible for admission into this Home. If they are legally natives of India, then the agreement should have been drawn up under the provisions of Section 125, clause 2. In that case these Eurasians would be allowed to stay here until arrangements could be made for their return to their own country.

Memorandum, dated 11th April 1903.

From MAJOR-GENERAL F. E. A. CHAMIER,

HONORARY SECRETARY, STRANGERS' HOME FOR ASIATICS,

To the SUPERINTENDENT, BOARD OF TRADE, Liverpool.

The undermentioned seamen have arrived in this Home, having been shipped at Calcutta, and paid off by you on 6th April.

2. I have the honour to enquire why the master of the S.S. *Ems* was not required to take these seamen back to Calcutta under the terms of the Merchant Shipping Act, 1894.

3. Three of these men are destitute. As this Home is unable to provide for destitute "lascars or Indian native seamen," they must become chargeable to the rates.

1. I. Duff Roderick (Calcutta).
2. J. Auckland Roderick (Calcutta).
3. Frederick Galleway (Colombo.)
4. Charles Madge (Calcutta).

4. No. 3 is entered in your certificate as born in Colombo, the other three as born in Calcutta.

Dated 14th April 1903.

From C. F. E. McKOWEN, ESQ., ACTING SUPERINTENDENT,

MERCANTILE MARINE OFFICE, Liverpool,

To the HONORARY SECRETARY, STRANGERS' HOME FOR ASIATICS.

In reply to yours of 11th instant, I beg to say that the abovenamed men signed the ordinary English Agreement along with others of the crew. They were not on Lascar Articles, they wrote their names in a good English hand, and were taken to be Englishmen born in India. The lascars carried were on the usual Native Agreement.

No. R. and S. 940, dated 20th April 1903.

From SIR HORACE WALPOLE,

UNDER-SECRETARY OF STATE FOR INDIA,

To the HONORARY SECRETARY, STRANGERS' HOME FOR ASIATICS.

In reply to your letter of 15th April, I am directed to inform you, that the Secretary of State for India is advised that Eurasian seamen born in India are to be treated as natives of India for the purposes of Section 185 of the Merchant Shipping Act, 1894, and that in case of such men, brought to the United Kingdom as seamen being found destitute in the United Kingdom, any expenses incurred by the Secretary of State for India for their relief, maintenance or passage to India would be recoverable from the master or owner of the ship by which they were brought to the United Kingdom.

No. R. and S. 1905, dated 7th August 1903.

From SIR A. GODLEY, UNDER-SECRETARY OF STATE FOR INDIA,

To the SECRETARY, BOARD OF TRADE.

I am directed by the Secretary of State for India in Council to forward a copy of a letter received from the Honorary Secretary of the Strangers' Home for Asiatics regarding the practice of which several instances have recently been brought to notice, of engaging natives of India in Indian ports as seamen or firemen under ordinary Articles, instead of under special Agreements authorised by the Government of India in accordance with Section 125 of the Merchant Shipping Act, 1894.

2. I am also to forward a copy of an opinion of the Legal Adviser to the Secretary of State in regard to the questions (1) whether a native of India, having been shipped under European Articles, may be paid off in the United Kingdom ; (2) whether the liability of the Secretary of State for the relief and repatriation of distressed lascars, and the right secured to him under Section 185 of the Act to recover the expenses of relief, maintenance and repatriation from the master and owner of the ship, are affected by the fact of there having been no agreement in the Indian form.

3. The Legal Adviser, I am to explain, had previously recorded an opinion that Eurasians should be held to be " Natives of India "

for the purposes of Section 185 of the Act, and the Secretary of State for India in Council sees no reason to question the correctness of this opinion. Lord George Hamilton proposes to bring to the notice of the Government of India the practice by which natives of that country are shipped under ordinary Articles; but before doing so His Lordship will be glad to learn whether the Board of Trade agree in the opinion that the practice of the Superintendent of Mercantile Marine at Liverpool in granting discharges to natives of India thus shipped is an accordance with the law; and, also, whether the Board has any other remarks to make on the points discussed by the Legal Adviser, and whether it sees any objection to the issue to Superintendents of Mercantile Marine of instructions to report to this office, as suggested in the last paragraph of General Chamier's letter, whenever they discharge a native of India who had been brought to the United Kingdom under European Articles.

Legal Adviser's Memorandum, dated 5th June 1903.

If a lascar whether Eurasian or not, is shipped otherwise than under an Agreement made in accordance with Section 125, or, in other words, under British Articles, he must, I think, for the purpose of any obligation on the part of the ship to send him back to India, be treated as a European. The obligation arises under the agreement which in the case supposed, has not been executed. The practice of the Liverpool Office is therefore, I think, correct. The obligation of the Secretary of State arises not under any agreement, but from the fact that a lascar or other native of India, brought to England as a seaman, is found in the United Kingdom destitute. It does not matter under what form of agreement he has been brought to the country. If the Secretary of State's obligation arises under Section 185, it follows that he has a claim over against the master and owner of the ship in which the man was brought. The question on which I have already given my opinion whether an Eurasian seaman is a lascar or native of India, within the meaning of Section 185, is one on which there may be two opinions. It would be just as well to procure a decision of it by making a claim under Section 185.

H. H. SHEPHARD.

Dated 21st July 1903.

From MAJOR-GENERAL F. E. A. CHAMIER,

HONORARY SECRETARY, STRANGERS' HOME FOR ASIATICS,

To the UNDER SECRETARY OF STATE FOR INDIA.

I have the honour to bring to the notice of the Under-Secretary of State for India that masters of ships are permitted, in Bombay and Calcutta, to engage natives of India under ordinary Articles, thereby avoiding the provisions of clause 2, Section 125, Merchant Shipping Act, 1894, under which the return of the native to India would be secured.

2. The result is that the Superintendent of Mercantile Marine, Liverpool, considers himself justified in paying off these natives. His letter of 14th April 1903 (copy enclosed, the original was sent with my letter of 15th April last) referred to four Eurasians who were shipped in Calcutta and paid off in Liverpool on 6th April.

3. A case in point has very recently occurred. E. G. Papi, a native of Cochin, having been 30 days in this Home without paying for his board, is required to leave to-day. He shipped at Bombay on board the *Gadsby* as third Engineer, and he was discharged at Barry in May last. I enquired of the Superintendent of Mercantile Marine how Papi, a native of India, was discharged, and answer came : " I beg to inform you that the agreement with the crew of the *Gadsby* terminated at this port in May last when they were discharged in the usual course." This meagre information is supplemented by Papi as follows : The *Gadsby* arrived at Bombay from Liverpool one engineer short, so he was engaged ; the whole of the crew was European ; he was the only native of India ; he knows nothing about separate articles being opened for him only.

4. On several occasions the subject of natives of India being brought to England otherwise than under Native Articles, has been brought to the notice of the Under Secretary of State. I would refer R. and S. 172, 10th February 1893. In my opinion Superintendents of Mercantile Marine should be required to report to the India Office whenever they discharge a native of India who has been brought to the United Kingdom under European Articles.

Dated 14th April 1903.

From the MERCANTILE MARINE OFFICE, Liverpool,

To the HONORARY SECRETARY, STRANGERS' HOME FOR ASIATICS.

Re *J. Duff Roderick, J. A. Roderick, Fred Galleway and Charles Madge ex ship* "Ems."

In reply to yours of 11th instant, I beg to say that the above-named signed the ordinary English Agreement along with others of the crew. They were not on Lascar Articles; they wrote their names in a good English hand and were taken to be Englishmen born in India. The lascars carried were on the usual Native Agreement.

No. M. 18850, dated 22nd October 1903.

From WALTER J. HOWELL, Esq., ASSISTANT SECRETARY,

BOARD OF TRADE, MARINE DEPARTMENT,

To the UNDER-SECRETARY OF STATE FOR INDIA.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 7th August (R. and S. 1905), forwarding copy of a letter from the Honorary Secretary of the Strangers' Home for Asiatics, together with copy of an opinion of the Legal Adviser to the Secretary of State on the subject of the engagement of Eurasians in Indian ports under ordinary Articles of Agreement.

2. The engagement of such persons in the same manner as Europeans appears to the Board of Trade to be in strict accordance with the Resolution of the Government of India, dated the 29th March 1901, a copy of which was forwarded with your letter of the 23rd May 1901.

3. Accordingly it appears that the action of the Superintendent of the Mercantile Marine Office at Liverpool in permitting the discharge of the four Eurasians referred to in the letter from the Honorary Secretary of the Strangers' Home for Asiatics was perfectly regular.

4. As regards the question whether a Eurasian seaman is a lascar or native of India within the meaning of the Merchant Shipping Act, 1894, the Board of Trade are advised that it is a matter of

doubt whether the expression "Natives of India" does or does not include Eurasians, and considering that there is no provision in the Merchant Shipping Act for the relief of seamen becoming distressed in the United Kingdom, it would seem that unless Eurasians be held to be natives of India within the meaning of Section 185, or unless there is Indian legislation which contemplates and deals with such a case, there is no provision whereby, and no fund out of which, such a seaman could be sent back to India which is, in the broader sense, his native land.

5. In this connection the Board desire me to refer to the passage in the letter from the Government of India of the 18th April 1901, in which they decline to express an opinion as to whether the law ought to be amended so as to provide for the return of Eurasian seamen to India, and protect them from the danger of being left destitute at European ports.

6. The Board desire me to point out that under Section 190—3 of the Merchant Shipping Act, 1894, and Sections 4 and 8 of the Merchant Shipping (Mercantile Marine Fund) Act, 1898, provision is made for the maintenance and relief of distressed seamen discharged or left behind abroad or shipwrecked from any British ship and there would appear to be no difficulty at foreign ports in dealing under these sections with any Eurasians shipped on European Articles of Agreement in Indian ports.

7. I am to suggest, for the consideration of the Secretary of State for India in Council, that the views of the Government of India might be obtained on the questions raised, and that it might be desirable to obtain the opinion of the law officers of the Crown on the point whether the term "Native of India" in Sections 125 and 185 is wide enough to include Eurasians, if in fact they are born in India.

8. I am to add that the Board of Trade will, if Mr. Secretary Brodrick thinks it desirable, issue instruction to Superintendents of Mercantile Marine Offices, asking them to report to the India Office any case in which a Eurasian or native of India has been brought to a port in the United Kingdom on European Articles and is discharged there.

Merchant Shipping.

Employment of Eurasian lads as apprentices on merchant vessels.

No. 54.

MARINE DEPARTMENT,

BOMBAY CASTLE, 26th April 1901.

Resolution of the Government of India, Finance and Commerce Department, No. S. R. 1735-M., dated the 29th March 1901 :—

Read

Letter in the Finance and Commerce Department, No. 5472-S.R., dated the 30th October 1900, with enclosure.

Read also—

Letter from the Government of Bengal, No. 2311, Marine, dated the 30th November 1900.

Letter from the Government of Burma, No. 409-4-S.-41, dated the 14th December 1900.

Letter from the Government of Madras, No. 23, Marine, dated the 11th January 1901.

Letter from the Government of Bombay, No. 13-G, dated the 17th January 1901.

"Observations.—In the letter in the Finance and Commerce Department above cited, Maritime Local Governments were asked how the law on the subject of apprenticing Eurasians to sea service has been interpreted in practice, and whether, as a matter of fact Eurasians have been refused apprenticeship. The replies show that very few Eurasians have presented themselves for apprenticeship in past years, but the law on the subject is differently interpreted in different provinces. In Calcutta the provision made in Section 29 of the Indian Merchant Shipping Act (V of 1883) for the employment of native seamen is understood to be applicable to Eurasians, and they are not allowed to be shipped as seamen without a stipulation providing for their return to British India.

"The Government of India are of opinion that the words "Native Seamen" as used in the section above mentioned, should not be held to include 'Statutory Natives', but should be read in the ordinary meaning of the word Native, as referring to the

indigenous, as opposed to the European or Eurasian inhabitants of India. The law, as it at present stands, does not preclude the apprenticing of Eurasians to sea service, or prevent their being shipped as seamen on merchant vessels on the same terms as Europeans, and there is no legal bar to their being so employed.

"Resolution.—His Excellency the Governor General in Council considers it undesirable that any restrictions should be imposed by the executive orders of Local Governments on the employment of Eurasians on merchant vessels, and any instructions on the subject which it may be thought advisable to issue to Port Officers should be reported for the previous approval of the Government of India.

"Order.—That this Resolution be communicated to the Governments of Madras, Bombay, Bengal and Burma".

Resolution.—The foregoing Resolution of the Government of India should be communicated to the Shipping Master, Bombay, and the Commissioner in Sind for information.

(Sd.) H. O. QUIN, Secretary to Government.

To

The Shipping Master, Bombay,
The Commissioner in Sind,
The Political Resident, Aden,
} With copies of Government Resolution No. 12, dated the 6th February 1901.

CHAMBER OF COMMERCE,

BOMBAY, 17th March 1904.

The COLLECTOR OF LAND REVENUE, CUSTOMS AND OPIUM,

Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. C.-2252, dated 20th February last, covering copies of papers relating to the employment of Arab Seamen, Natives of Aden, at British Indian Ports and of Eurasian lads as apprentices on merchant vessels.

2. These papers were considered by the Committee who directed that they be referred to the Shipping Members of the Chamber for opinion; and on receipt of the comments of those members I am now directed to inform you that Goanese waiters and Arab firemen are very often engaged in Bombay, that they appear to be usually engaged under the Articles for Indian Seamen which articles

make it compulsory on the owner or captain to bring the men back and discharge them here. I am to say that, in the opinion of the Committee, difficulties and misunderstandings would be abated if for the purposes of the Indian Merchant Shipping Act all persons born in India and having their permanent home in India were held to be natives of India, seeing that the main purpose of the enactment in question is to prevent the discharge of destitute Indian Seamen in European Ports.

3. My Committee see no objection to Eurasian lads being employed as apprentices on merchant vessels, provided such employment is subject to the conditions of the Indian Merchant Shipping Act.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX O-1.

SHIPPING.

STOWAGE OF CARGO IN POOPS, PEAKS, SHELTER-DECKS, &c.

BOMBAY, 11th February 1904.

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—We beg to refer you to the following extract of a letter received from our Home Friends, in connection with the recent ruling by the Chamber of Commerce, regarding the loading of cargo in Peaks, Poop, Bridge-deck, Shelter, &c., shewing the risk which shippers run under such circumstances. We understand that this subject is coming before the Chamber for further discussion, and the particulars we now place before you may come in useful on that occasion.—Yours faithfully,

E. D. SASSOON & Co.

COPY.

Zoroaster, S.S.

We enclose letter received from Hull *anent* damage caused by stowage on the Bridge-deck. This instance clearly shows how undesirable it is to stow cargo anywhere except in the usual holds, and it seems to us that the Bombay Chamber of Commerce was rather ill advised in sanctioning the stowage in such places.

COPY.

LEADENHALL HOUSE,
101, LEADENHALL STREET,
LONDON, 21st January 1904.

Messrs. E. D. SASSOON & Co.,
LONDON.

Zoroaster, S. S.

DEAR SIRS,—Our Hull House writes.—" We find there are many more bags damaged than we at first anticipated, all are from the Bridge-deck. The steamer has evidently experienced bad weather,

and had the ventilator smashed and sea water getting under the dunnage (which was good) caused condensation. There was a large quantity of the bottom tier sea-damaged through the sea water sluicing up between the dunnage with steamer labouring.

CHAMBER OF COMMERCE,
BOMBAY, 11th February 1904.

MESSRS. E. D. SASSOON & Co., Bombay.

DEAR SIRS,—I am directed to thank you for your letter of this date with accompaniments relating to the stowage of cargo in Poops, Peaks, etc., and to enquire whether you can give the Committee any information as to whether the "Zoroaster" held a certificate in the sense provided for by the ruling to be submitted for confirmation on the 17th instant.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 25th February 1904.

MESSRS. E. D. SASSOON & Co., Bombay.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to thank you for your letter of the 11th instant, with enclosures in which certain damage sustained by cargo shipped in the Bridge-deck of s.s. "Zoroaster" is cited in condemnation of the ruling recently adopted by the Chamber. I am to say that the "Zoroaster" is understood not to have held a certificate in the terms of the said ruling and that therefore her case would appear to be irrelevant.—Yours faithfully,

FREDERICK NOEL-PATON, Secretary.

UNDERWRITERS' ASSOCIATION,
BOMBAY, 16th February 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—It has been brought to the notice of our Committee that a ruling was submitted to a Meeting of the Chamber that in certain cases the Peak, Poop, Bridge-deck and/or Awning-deck of a vessel will be regarded as parts of the ordinary stowing space of the vessel, and charterers shall be bound to supply cargo to load in such places and owners shall be bound to place such spaces at the disposal of charterers and/or shippers for the stowage of cargo therein, &c., &c.

We are therefore directed to ask whether the spaces mentioned above are practically the same as the hold of a ship, and whether it has been the custom to ship perishable goods in them for some time past.

The favour of an early reply is requested.—We are, &c.,

A. F. FERGUSON & Co., Secretaries.

CHAMBER OF COMMERCE,

BOMBAY, 16th February 1904.

MESSRS. A. F. FERGUSON & Co.,

SECRETARIES, BOMBAY UNDERWRITERS' ASSOCIATION.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of this date and to explain that the ruling as to Poops, Peaks, &c., which is to be submitted to the Annual General Meeting of the Chamber to-morrow, applies only to "vessels holding a certificate from Lloyd's Surveyor or another recognised Marine Surveyor that the Poop, Peak, Bridge-deck, Shelter-deck and/or Awning-deck of such vessels is/are fit to carry dry and perishable cargo."—Yours faithfully.

FREDERICK NOEL-PATON, Secretary.

UNDERWRITERS' ASSOCIATION,

BOMBAY, 17th February 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—We are in receipt of your favour of yesterday's date.

Our Committee note that the ruling referred to applies only to "vessels holding a certificate from Lloyd's or another recognized Marine Surveyor." The Committee would be obliged if you will inform them (1) whether the spaces, *viz.*, Peak, Poop, Bridge-deck, &c., mentioned in the ruling, are practically the same as the hold of a ship, and (2) whether it has been the custom to ship dry and perishable goods in these spaces for some time past.

We regret to trouble you again in this matter.,—We are, &c.,

A. F. FERGUSON & Co., Secretaries.

CHAMBER OF COMMERCE,

BOMBAY, 25th February 1904.

The SECRETARIES, UNDERWRITERS' ASSOCIATION, Bombay.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter of the 17th February on the subject of the new ruling regarding Poops, Peaks, etc., and to refer you, in reply to your first question, to the following words contained in the ruling.—"Such spaces shall be regarded as part of the ordinary stowing space of the vessel." In reply to your second question, I am to say that the Committee believe that it has for many years been the practice to stow dry and perishable goods in these spaces when they are certified fit for that purpose.—Yours faithfully,

FREDERICK NOEL-PATON, Secretary.

UNDERWRITERS' ASSOCIATION,

BOMBAY, 5th March 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—We are directed to acknowledge the receipt of your favour, dated the 25th ultimo, and to thank you for the information you have been good enough to supply to the Committee.—We are, &c.,

A. F. FERGUSON & Co., Secretaries.

BOMBAY, 10th May 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

Re-loading in Poop, Bridge and Peaks.

DEAR SIR,—Will you please let us know what the final decision of the Chamber has been in respect to shippers and charterers having to load the above spaces and the owners of the steamers having to place these spaces at the disposal of the shippers and charterers at the original Shipping order or Charter-Party rate.—Yours faithfully.,

for KILLICK, NIXON & Co.,

D. N. WILSON.

CHAMBER OF COMMERCE,
BOMBAY, 11th May 1904.

"Messrs. KILLICK, NIXON & Co., Bombay."

DEAR SIRS,—In reply to your letter of the 10th instant, I am directed to subjoin, for your information, a copy of the Ruling on the subject of "Loading in Poop, Bridge and Peaks," which was confirmed at the Annual General Meeting held on 17th February 1904 :—

"In cases of vessels holding a certificate from Lloyd's Surveyor or "another recognised Marine Surveyor that the Peak, Poop, Bridge-"deck, Shelter-deck and/or Awning-deck of such vessels is/are "fit to carry dry and perishable cargo, (without damage to the des-"cription of cargo they may have to ship) and provided always that "at time of chartering or of the issue of shipping order as the case "may be, no express arrangement has been made to the effect that "cargo is not to be stowed in such spaces, such spaces shall be "regarded as part of the ordinary stowing space of the vessel, and "charterers under a charter and/or shippers under a shipping order "shall be bound to supply cargo to load in such spaces, and owners "shall be bound to place such spaces at the disposal of charterers "and/or shippers for the stowage of cargo therein, and freight in "respect of cargo so stowed shall, unless otherwise specially "arranged between the contracting parties, be payable at the "full ordinary rate contracted for under the charter or shipping "order as the case may be."—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

UNDERWRITERS' ASSOCIATION,
BOMBAY, 26th May 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—Referring to your favour of 16th February and to the ruling *re* carriage of dry and perishable cargo in Peak, Poop, Bridge-deck, Shelter-deck and/or Awning-deck adopted by the Chamber at the General Meeting on 17th February, our Committee have been in communication with the various Underwriting Institutes in England and we are now directed to inform you that they cannot concur in any resolution of the Chamber which will have the effect of modifying the legal obligation under an Insurance Policy

to ship in spaces legally recognised as "under deck." Unless there are express stipulations in the Policy to the contrary the Policy covers only cargo shipped "under deck" and the legal obligation of the assured cannot be modified in any way by the ruling passed by the Chamber of Commerce.

Our Committee are communicating this decision of theirs to all Members of the Association in Bombay and are also forwarding copies to the Institutes of Underwriters in London, Liverpool and Glasgow to enable them to take any steps they may consider necessary on their side to protect the interests of Underwriters.—We are, &c.,

A. F. FERGUSON & Co., Secretaries.

CHAMBER OF COMMERCE,
BOMBAY, 31st May 1904.

CIRCULAR TO MEMBERS OF THE BOMBAY CHAMBER OF COMMERCE.

Stowage of Cargo in Poops, Peaks, &c.

With reference to the ruling adopted at the Annual General Meeting of the Bombay Chamber of Commerce held on 17th February 1904, a copy of which for ready reference is attached, I am directed to subjoin a copy of a communication received from the Secretaries of the Bombay Underwriters' Association, and to say that in view of the remarks contained therein the Committee have decided to suspend the ruling in question pending further consideration of the matter.

APPENDIX O-2.

MANGANESE ORE.

STANDARD OIL COMPANY OF NEW YORK,
BOMBAY, 21st October 1904.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—Will you kindly inform us what is the custom of the Port in regard to the loading of cargoes of Manganese Ore, that is to say, does the shipper, or the steamer pay loading charges.—Yours faithfully,

STANDARD OIL COMPANY OF NEW YORK,
C. F. MEYER, Attorney.

CHAMBER OF COMMERCE,
BOMBAY, 27th October 1904.

STANDARD OIL COMPANY OF NEW YORK,
Bombay.

DEAR SIR,—With reference to your letter of the 21st instant, in which you enquire as to what is the custom of the Port in regard to the loading of cargoes of Manganese Ore, I am instructed by the Committee of the Bombay Chamber of Commerce to say that they believe it is usual for steamers to pay loading charges, but they are not in a position to say that it is "the Custom of the Port."—Yours faithfully,

C. J. MICHAEL, Assistant Secretary.

APPENDIX Q-1.

DOCK EXTENSION SCHEME.

BULK OIL INSTALLATIONS.

CHAMBER OF COMMERCE,
BOMBAY, 14th January 1904.

The SECRETARY, BOMBAY PORT TRUST, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to enquire whether any decision has been come to by your Board as to the maintenance of the Bulk Oil Installations in their present situations.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY PORT TRUST.
SECRETARY'S OFFICE,
BOMBAY, 18th January 1904.
No. 263.

To the SECRETARY, CHAMBER OF COMMERCE.

SIR,—With reference to your letter, dated 14th January 1904, I am directed to say that the opinions of the English Experts consulted have been received and are now under the consideration of the Board, but it is not proposed to come to an immediate decision on the point as the present conditions are not affected.

2. The Dutch Company have been given notice that the site leased to them will be resumed within a year and their application for a fresh site in the same neighbourhood has been refused.—I have, &c.,

H. E. HART, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 22nd January 1904.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 263, dated the 18th January, and to say they would be indebted if your Board

would favour them with a copy of the expert's opinion as to the dangerous nature of Bulk Oil Installations in proximity to docks and shipping, as they feel strongly that the Oil Installations at Mody Bay ought not to remain in their present position when the new docks are completed.—I have, &c.,

FREDERICK NOEL-PATON,

Secretary.

No. 1052.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,

BOMBAY, 26th February 1904.

To The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to your letter, dated 22nd January 1904, relating to the Bulk Oil Installations at Mody Bay, I am directed to say that the papers connected with the matter are being printed and will follow.—I have, &c.,

H. E. HART,

Secretary.

No. 1720.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,

BOMBAY, 30th March 1904.

To The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—In continuation of this Office letter No. 1052, dated 26th February 1904, I am directed to forward 10 copies of the printed correspondence regarding the location of the Bulk Oil Installations at Mody Bay in reference to the site of the new Docks.—I have, &c.,

H. E. HART,

Secretary.

BOMBAY PORT TRUST.

BULK OIL INSTALLATION AT MODY BAY.

CORRESPONDENCE REGARDING QUESTION OF THE SAFETY OF THE PRESENT LOCATION IN REFERENCE TO THE SITE OF NEW DOCKS.

1. *Government Resolution, No. 2916 of 4th June 1903, and accompaniments.*

Petroleum—

Model specifications of tank for the storage of petroleum in bulk and screen walls for such tanks.

BOMBAY CASTLE,
4th June 1903.

GENERAL DEPARTMENT,

No. 2916.

Letter from the Government of India, Home Department (Judicial), No. 942, dated the 22nd May 1903:—

"The Government of India are advised that it may be desirable to prescribe model specifications for oil tanks in this country similar to those which are likely, they understand, to be prescribed in England. The existing rules under the Indian Petroleum Act provide sufficiently for the safety of buildings in which petroleum is stored in tins and cases; but the storage of oil in large quantities is left to be regulated by such conditions as the Local Government may prescribe: *vide* Rule 4 (1) of the Bombay rules. This provision appears to give the Local Government the necessary powers in the matter and no addition to the substantive rules is needed. I am accordingly to forward a copy of the rules which have been prepared for use in England on the subject as a guide to the Government of Bombay in approving specifications submitted with an application for a license to possess large quantities of petroleum in Form C. The Government of India leave it to the discretion of the Governor in Council to depart from the model provisions, if assured that the deviation is practically

unobjectionable. They are advised, however, that the prescribed scale of distances should, as far as possible, be adhered to in dealing with future applications."

RESOLUTION.—Copies of the letter from the Government of India and of its accompaniment should be forwarded to the Officers and Departments concerned for information.

A. M. T. JACKSON,
Ag. Secy. to Govt.

Accompaniments to Government Resolution, General Department, No. 2916 of 4th June 1903.

MODEL SPECIFICATIONS OF TANKS FOR THE STORAGE OF PETROLEUM IN BULK AND SCREEN WALLS FOR SUCH TANKS.

GENERAL.

Any tank which satisfies the following conditions shall be deemed to be suitable for the storage of petroleum in bulk :—

(1) It must be constructed of good metal.

(2) It must be properly tested before use, and seen to be perfectly tight and staunch.

(3) It must at all times, while in use, be so well fitted that the inflammable liquid contained in it cannot escape therefrom in the form of liquid, whether under the action of fire or otherwise.

(4) If it has a ventilating pipe, that pipe must be of suitable character and construction, and its orifice must be effectively protected by wire gauze.

(5) Every other opening in the tank, whether to be used as a manhole or for a pipe or other purpose, not being such a ventilating pipe as aforesaid, must have a neck whose length is at least equal to one-half of the diameter of the opening, and every such opening, when not in actual use, must be securely closed by an effective and properly secure cap, cover or tap.

(6) It must be further constructed as hereunder specified according as it is an underground or overground tank—that is to say :

I.—Underground Tanks.

A tank shall be deemed to be an underground tank which is wholly sunk in and surrounded by solid rock or earth, and the top of which is protected by a substantial covering of not less than nine inches of solid earth, sand, or concrete. There must be no opening in such top or covering, other than such manholes, pipes, pumps, or other connections as may be necessary.

Every underground tank must be constructed of strong iron or steel tank-plates well riveted together and thoroughly caulked. The tops and sides must be supported and strengthened by such uprights, girders, angle-irons and ties as, having regard to the capacity and situation of the tank, may be necessary to render the tank thoroughly substantial and effective.

The underground space in which the tank is enclosed must be of such construction and character that mineral oil cannot escape therefrom in the form of liquid, whether under the action of fire or otherwise, so as to reach either directly or indirectly any other place where inflammable liquid is kept, or any protected work,* or any river, sewer, stream or drain.

II.—Overground Tanks.

Every tank shall be deemed to be an overground tank which in respect of situation does not satisfy the conditions hereinbefore specified for an underground tank.

If the tank is to be placed or fixed elsewhere in a building than on the basement, its position must be approved by the local authority.

(*a*) Every tank of a capacity not exceeding 60 gallons must be well constructed of galvanized iron of such strength, having regard to its size, and with seams so securaly closed and fastened, as to form an effective receptacle for the inflammable liquid which it contains.

(*b*) Every tank of a capacity exceeding 60 but not exceeding 1,000 gallons must be constructed of good galvanized iron plates of such

* Protected works are buildings in which persons dwell or assemble, docks, wharves, timber yards, other petroleum stores, and any other place which the local authority may declare as such.

thickness, and with rivets of such size and at such distances apart (measured from centre to centre) as appear in the following scale:—

For tanks of a capacity not exceeding	Thickness of plates not less than	Size of rivets not less than	Distance of rivets apart not more than
100 gallons ..	1/16 inch	¼ inch.	⅜ inch.
250 „ ..	⅛ „	⅜ „	1⅛ „
500 „ ..	⅛ „	⅜ „	1⅛ „
1,000 „	3/16 inch if cylindrical	7/16 „	1½ „
	¼ „ of any other shape		

If the tank has a capacity exceeding 60 but not exceeding 250 gallons, it must rest on the ground or on brick or stone piers, or must be securely and adequately supported on strong girders.

If the tank has a capacity exceeding 250 but not exceeding 1,000 gallons, it must be properly stiffened with vertical angle-irons and cross-stays and must rest on solid foundations of concrete, brick or stone.

(c) Every tank of a capacity exceeding 1,000 gallons must be cylindrical in shape, and must not exceed 26 feet in height or 35 feet in diameter. The top of the tank must be constructed of plates of a thickness of ⅛ inch, riveted with ⅜ inch rivets, not more than 1⅛ inch apart, and supported by a sufficient number of strong and efficient angle-irons and ties, and where necessary by king posts.

The sides and bottom of the tank must be of best iron or steel tank-plates of at least the following thickness :—

Namely, within 10 feet from the top of the tank ... ¼ inch thick.
„ over 10 and within 20 feet from the top of the tank ... ⅝ „
„ over 20 feet from the top of the tank ... ⅜ „
„ bottom of tank ... ... ¼ „

The plates must be riveted by ⅜ inch best rivets driven hot, and not more than 1⅞ inch apart, measured from centre to centre, and all vertical seams must be double riveted.

Every such tank must be erected on good solid foundations, upon which the entire bottom surface shall have a fair bearing, and must be strengthened throughout by a sufficient number of strong and efficient angle-irons and cross-stays.

If the tank has a capacity of more than 15,000 gallons, it must be constructed as hereinbefore described, and further must be separately surrounded by a wall of such dimensions and substantial construction, or must be partially sunk in an excavation in such a manner that the total quantity of mineral oil capable of being contained in the tank could be altogether contained in the enclosure formed by such wall or excavation and could not escape therefrom in the form of liquid whether under the action of fire or otherwise ; and the space formed by such wall or excavation, so far as not occupied by the tank, must be kept entirely free and unoccupied.

Specification of Screen Wall.

A screen wall must be substantially constructed of good hard bricks, or such good building stone, not being limestone, or such concrete as may be approved by the local authority, properly bonded and solidly put together with good mortar or cement, on proper footings and foundations.

A screen wall must be of a thickness of not less than as follows :—

Within 16 feet of the top of the wall ... ... 13 inches.
Over 16 feet and within 32 feet of the top of the wall. 17½ „
„ 32 „ 48 „ „ 22 „

and in like proportion for any greater height.

A screen wall must be strengthened by two or more transverse buttresses of similar construction to the wall. The buttresses must be carried up to the top of the wall and properly bonded thereto, and must not be more than 20 feet distant from each other. Each buttress must, at its base, project from each side of the wall not less than one-eighth the height of the wall, and at its top not less than nine inches. There must be no window, door or other opening in a screen wall, other than such fireproof doors as are necessary for the purposes of access to the premises, and are open only when required for the said purposes.

Scale of maximum amounts of petroleum allowed to be kept according to distance from protected works.

Distance of depôt from protected work.	Number of gallons allowed to be kept.		
	Not wholly in tank depôts.	In tank depôts but not wholly underground.	Wholly in underground tank depôts.
Within 10 feet	100	250	500
Over 10 feet and not exceeding 20 feet	500	1,500	5,000
„ 20 „ „ 30 „	2,000	6,000	20,000
„ 30 „ „ 50 „	5,000	15,000	50,000
„ 50 „ „ 75 „	10,000	50,000	Unlimited.
„ 75 „ „ 100 „	15,000	150,000	
„ 100 „ „ 150 „	20,000	Unlimited.	
„ 150	Unlimited.		

2. *Letter No.* 3565, *dated* 31*st July* 1903, *to Messrs. Sir J. Wolfe and A. J. Barry, with list of accompaniments.*

No. 3565.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,
BALLARD ROAD,
BOMBAY, 31st July 1903.

To

MESSRS. SIR J. WOLFE BARRY, K.C.B., AND A. J. BARRY,
Consulting Engineers and Agents.

GENTLEMEN,—I am directed to forward correspondence with plans as per attached list, and to ask that you will submit the matter for the joint opinion of Mr. Boverton Redwood and Captain J. H. Thomson, or, failing the latter, of some other recognized expert.

2. The Board desire opinion as to what the risks are in the case of the Shell and Standard Companies' Installations in their present situations with reference to the proposed new Wet and Dry Docks, what steps should be taken to lessen them, and, supposing such precautions taken, what risk would remain to vessels in the Docks, the Dock Sheds and neighbouring property, and whether such risks are so serious as to render it necessary to remove the Installations elsewhere in spite of the expense such a removal would necessarily entail.—I have, &c.,

(Sd.) H. E. HART,
Secretary.

BOMBAY PORT TRUST.

Risks from Installation for the storage of non-dangerous Petroleum in bulk in the vicinity of the new Docks.

Case for submission to Consulting Engineers for the opinion of experts.

DOCUMENTS TO ACCOMPANY THE LETTER No. 3565, DATED 31ST JULY 1903, FROM THE SECRETARY, BOMBAY PORT TRUST.

1. Printed correspondence (entitled Petroleum risks) with the Naval and Military Authorities and Government regarding Messrs. Ewart, Latham & Company's Bulk Oil Installation on Mody Bay North Reclamation.

2. Correspondence with Messrs. Mackinnon, Mackenzie & Company as follows :—

(i) Letter from, dated 9th March 1903.
(ii) „ to, „ 12th „ „
(iii) „ from, „ 17th „ „
(iv) „ „ „ 2nd April „
(v) „ to Chamber of Commerce, dated 8th April 1903.
(vi) „ to Government, dated 11th May 1903.

3. Note by the Chairman, Bombay Port Trust, dated 22nd April 1903, on the Calcutta Fire.

4. Further note by the Chairman, Bombay Port Trust, dated 19th May 1903 (omitting last para.).

5. Plan of the proposed new Docks, No. 5788-B, (scale 400 feet to inch), showing the present installations.

6. Enlarged plan (scale 100 feet to inch) of southern half of proposed new Dock showing the Installations with distances figured.

7. Plans of the two Installations, namely, those of the Shell and Standard Companies, including Cross Sections showing cisterns, compound walls, &c.

8. Correspondence with Government—

(i) Extract para. 5 of Chief Engineer's note of 10th March 1903.
(ii) Extract para. 17 of Trustees' letter No. 2690, dated 11th June 1903.
(iii) Extract para. 3 of Chief Engineer's note accompanying Government Resolution No. 85 of 9th July 1903.
(iv) Extract para. 2 of Trustees' letter No. 3388, dated 21st July 1903.

9. Copies of Government Rules (Government Resolution, No. 2916 of 4th June 1903).

10. Newspaper Articles—*Pioneer* of 22nd July 1903; *Times of India* of 24th July 1903.

Note.—The original idea was to move the Installation to the new reclamation south of the new Dock, but in the final design for the Dock neither the Standard or Shell Companies' Installations are actually in the way.

Two of the Shell Co.'s Tanks will, it is contemplated, be moved to the south-west corner of their premises, leaving the distance from the nearest tanks to the edge of the Dry Dock 210'-10"

As at present arranged the outer wall of the Shell Co.'s premises forms one side of the cisterns in which the Tanks are located. The sills of the gates giving entrance to the enclosure are not raised.

The Trustees have power to require the lessees of the sites to make any alteration required for greater security of the premises.

11. Copies of leases of ground held by Shell Co. (Messrs. W. & A. Graham & Co.)

Note.—The other lease is practically identical.

12. Letter from the Officiating Secretary to the Government of India, No. 1295, dated 20th July 1903, to the Secretary to the Government of Bombay.

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3. *Letter No.* 3561 *of* 31*st July* 1903, *to the Traffic Manager, North-Eastern Railway, Hull.*

No. 3561.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,
BALLARD ROAD,
BOMBAY, 31st July 1903.

TO The TRAFFIC MANAGER, NORTH-EASTERN RAILWAY, Hull.

SIR,—A plan* of part of the Hull Docks in the possession of the Trustees shows that the Bulk Oil Tanks of the Anglo-American Oil Company are situated at the end of the William Wright Dock in close proximity to the Graving Dock and Warehouses.

* Dated 1892.

2. A question has arisen here as to the risks from fire incurred in the case of Bulk Oil Tanks situated in the immediate vicinity of the Wet and Dry Docks and Warehouses, and the Trustees of the Port of Bombay would be extremely obliged by your informing them if the arrangement referred to still continues, whether the tanks are still in use and their capacity, and whether they are enclosed in any way to prevent the oil spreading in case of accident.

3. An enlarged plan of the Installation and its surroundings would be extremely useful.

4. I am further to ask if the Insurance Companies charge higher rates for the buildings in the immediate vicinity or on the shipping lying at the adjacent wharves.

Thanking you in anticipation.—I have, &c.,

(Sd.) H. E. HART, Secretary.

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4. *Letter No.* 3563, *dated* 31*st July* 1903, *to Messrs. Sir J. Wolfe Barry and A. J. Barry.*

No. 3563.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,
BALLARD ROAD,
BOMBAY, 31st July 1903.

TO MESSRS. SIR J. WOLFE BARRY, K.C.B., AND A. J. BARRY.

SIRS,—I am directed to ask that you will kindly make enquiries, from the Fire Insurance Association or other authority, for the information of the Trustees, as to whether the Fire Insurance Companies in the United Kingdom make any difference in rates on property in the vicinity of large Bulk Oil Tanks similar to those existing in Bombay for the storage of non-dangerous Petroleum and of liquid fuel.

2. In the event of there being any such difference in rates, the Trustees will be glad of particulars of the conditions on which they are based and to know whether the structural arrangement of the Installations in the matter of moats or cisterns to prevent the escape of the oil, etc., and the rules and regulations under which they are conducted are taken into consideration in fixing the rates by the

Insurance Companies. If so they will also be glad if you will kindly obtain any forms of regulations or requirements which influence the determining of Insurance rates in this connection.

3. I am also to ask if in the case of tanks situated in positions exposed to attack from sea any provision is made in insuring neighbouring properties against war risks, that is, in case of an accident to a tank from say the explosion of a shell from an attacking fleet.—I have, &c.,

(Sd.) H. E. HART, Secretary.

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5. *Government of India letter, No.* 1295, *dated* 20*th July* 1903, *and endorsement R. I.* 3882.

No. 1295.

MARINE DEPARTMENT,
SIMLA, the 20th July 1903.

From H. H. RISLEY, Esq., C.I.E.,
OFFG. SECRETARY TO THE GOVERNMENT OF INDIA,
TO THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
Home Department (Judicial).

Sir,—I am directed to refer to the project for the extension of the docks at Bombay, regarding which the Government of Bombay have recently addressed this Government in the Finance Department. The Government of India understand that the Scheme prepared by the Bombay Port Trust involves the removal of some of the existing bulk oil installations to a site in close proximity to the new dock. But the information before them does not show exactly what is intended, and the Government of India would be glad to receive a full report dealing in particular with the question of the possible danger to buildings or shipping which may arise from the presence of these large stores of petroleum.

2. In connection with this question, I am to refer to the correspondence ending with the Home Department telegram, No. 452, dated 14th April 1898, in which the Government of India were asked to consider the possible danger from a military standpoint of permitting the erection of bulk oil installations close to the shipping. That correspondence referred to Messrs. Ewart, Latham's application for permission to erect bulk oil tanks; and it appeared from the correspondence that tanks belonging to Messrs. Graham & Co. were

already in existence. Since that date the Government of India understand the Government of Bombay have permitted the construction of further tanks for the Standard Oil Company and that such tanks are actually in course of erection.

3. In connection with the changes which the new dock project will involve, the Government of India desire to raise the question whether such large stores of bulk oil in close proximity to the shipping and to the business portion of the city should be permitted. They note the opinion expressed by the Port Trust in paragraphs 3 to 5 of their letter, No. 366, dated the 26th January 1898, to the Government of Bombay, but local conditions will apparently be materially altered by the construction of a closed dock close to the tanks; and there would be a danger that in the event of a fire, the burning oil which might escape from the tanks instead of spreading harmlessly over the open harbour would follow into the dock area and cause the destruction of whatever shipping it contained. In such an event it may be expected that the godowns and any inflammable merchandise about the docks would also be involved, and it is possible that the conflagration might then spread to an alarming extent. I am to invite attention to the fact that the Port Trust building, St. George's Hospital, the Mint and other important buildings are all in close proximity to the docks. It appears that in letter, dated the 11th May 1903, the British India Steam Navigation Company have represented strongly to the Government of Bombay that the existing location of the bulk oil installations constitutes a danger to the town, and that if the new dock scheme is sanctioned, the danger will be increased to an unwarrantable extent.

4. The Government of India understand that the Agreements for the leasing of the various bulk oil tank sites provide for the vacation of the sites on receipt of a notice, and I am to enquire what the term of notice is on which a lessee of such a site can be called on to vacate it.

5. The Government of India are informed that an additional and especially formidable source of danger lies in the depôts for filling tins with oil and storing them when so filled, which exist in conjunction with the bulk oil installations. It has been represented to them that leakage from the tins, however well made, cannot be prevented, with the result that the wooden cases and the floors of the buildings become saturated so that an explosive mixture with air might be readily formed which would ignite if a light were brought into or near

the building. The Government of India desire that the report called for may deal specially with this aspect of the matter, and that (whatever be the conclusion as regards the bulk oil tanks) it may discuss the possibility of immediately removing the case oil stores from their present situations.

6. In conclusion I am to refer to paragraph 3 of the Home Department letter, No. 1525, dated the 7th June 1900, and to inquire why the Government of Bombay did not consult the Chief Inspector of Explosives with the Government of India before sanctioning the erection of two new bulk oil tanks by the Standard Oil Company. Such a reference would have furnished the Bombay Government with expert opinion, and ensured a full consideration of the various important interests affected by the proposal.—I have, &c.,

(Sd). H. H. RISLEY,
Offg. Secretary to the Government of India.

No. 267-G. OF 1903.

MARINE DEPARTMENT,
BOMBAY CASTLE, 28th July 1903.

R. I. No. $\frac{3882}{29\text{-}7\text{-}03.}$

Forwarded to the Chairman, Bombay Port Trust, with a request that he will be so good as to favour Government with a full report with reference to paras. 1—5 of the letter from the Government of India.

2. Attention is invited to Government Memo. No. 152-G. dated 16th May 1903.

(Sd.) ALEX. KING,
for Secretary to Government.

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6. *Letter from the Secretary, Defence Committee, R. I.* 4156.

No.
OFFICE OF THE DEFENCE COMMITTEE,
SIMLA, August 1903.

From LIEUT.-COL. J. A. TANNER, D.S.O., R.E.,
SECRETARY, DEFENCE COMMITTEE,

To THE QUARTER-MASTER-GENERAL IN INDIA.

SIR,—In reply to your memorandum, No. 1072-B., dated 18th June 1903, transferring a letter from the Lieutenant-General Commanding the Forces, Bombay, regarding the new bulk oil stores rendered

necessary by the Docks Reclamation Scheme at Bombay, I am directed by His Excellency the President to say that the Defence Committee understand the Port Trust have now decided to refer the matter to Mr. B. Redwood and Captain J. Thomson for their opinion and also to the Association of Insurance Companies.

2. It also appears that the Mint Master is in error in stating that another installation is to be erected on the reclaimed land, as the one he refers to is to be placed nearly four miles to the northward, the oil being pumped through over four miles of pipes.

3. Under these circumstances the only action which the Defence Committee propose to take in the matter is to ask the Port Trust to let them see in due course what the opinion of the Home experts in the matter is, and to state what action they propose to take thereon.—I have, &c.,

(Sd.) J. A. TANNER, Lieut.-Colonel,
Secretary, Defence Committee.

Copy of this letter is forwarded to the Secretary of the Port Trust, Bombay, with the request that the particulars alluded to in paragraph 3 may be furnished in due course for the information of the Defence Committee.

(Sd.) J. A. TANNER, Lieut.-Colonel,
Secretary, Defence Committee.

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7. *Letter No.* 3849, *dated* 19*th August* 1903, *to the Secretary to Government, Marine Department.*

No. 3849.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,
BALLARD, ROAD,
BOMBAY, 19th August 1903.

TO THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT.

SIR,—Referring to your No. 267-G., dated 28th July 1903, forwarding for report a letter from the Secretary to the Government of India, Home Department, No. 1295, dated 20th July 1903, I am directed to invite attention to my letter, No. 3566, dated 31st July 1903, intimating that the whole question of the risks attending the proposed

docks and neighbouring properties from the present location of the Shell and Standard Companies' Bulk Oil Installations has been referred for the opinion of Home experts.

2. The Trustees propose to delay the submission of a report on the subject until the receipt of the opinions called for, but in the meantime desire me to point out that the new Docks will in no case be ready for occupation for some years to come and there is therefore no need for any haste in coming to a decision more especially as almost the first step to be taken will be the removal of one of the Installations reducing the conditions to those which applied when the approval of the Government of India was accorded to the Installation erected by Messrs. Ewart, Latham & Co.

3. I am to invite attention to the model specifications issued by the Government of India for the guidance of the Government of Bombay, under Home Department (Judicial), No. 942, dated 22nd May 1903, which lay down 100 feet as the distance from protected works (which term includes docks and wharves) beyond which Petroleum in tank dopôts may be stored without limit to the quantity.

4. I am to say that the nearest building to the Mint premises is the Trustees' Office, a solid stone building of four floors which is pratically fire-proof and contains only office records and furniture. It is separated from the Mint compound by the Ballard Road, 60 feet wide, and is about 100 feet from the nearest Mint building; on the other side it is 1,100 feet from the nearest oil tank—the latter distance being divided into sections by six cross roads each 40 feet wide.

5. St. George's Hospital is 681 feet from the nearest oil tank, the intervening space being mostly open ground traversed by a double line of rails and one of the main roads of the city (the Frere Road), 80 feet wide. The Hospital is moreover on high ground, the plinth being 14 feet above the level of the ground at the site of the tanks.

6. Referring to para. 4 of the Government of India's letter, I am to say the Bulk Oil Leases contain clauses giving the Trustees power to resume the sites at 12 months' notice for the purpose of extending the Dock accommodation of the Port. I am to attach copies of the lease entered into with Messrs. Ewart, Latham and Messrs. W. & A. Graham & Co.

7. I am lastly to say with reference to para. 5 of the Government of India's letter that the attention of the Trustees was drawn to the risk from case oil being stored within the premises of the Bulk Oil Installations some months ago. The necessary steps were taken in the matter and at this date there are no cases in either installation, and regulations are being framed to prohibit the storage of cases on such premises. The regular godowns for case oil, I may remark, are at Mazagon, some two miles away. The sheds in which tinning the oil is carried on are fire-proof and are built in all round by a dwarf wall of masonry to prevent risk from fire.—I have, &c.,

(Sd.) H. E. HART, Secretary.

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8. *Letter No.* 4391, *dated* 22*nd September* 1903, *to the United States of America Consul.*

No. 4391.

BOMBAY PORT TRUST.

BALLARD ROAD,

BOMBAY, 22nd September 1903.

From the HON'BLE MR. W. C. HUGHES, C.I.E., CHAIRMAN,

BOMBAY PORT TRUST,

To W. T. FEE, ESQ., CONSUL, UNITED STATES OF AMERICA.

SIR,—The safety of installations for the storage of Petroleum in Bulk is a question engaging the serious consideration of the Trustees in connection with present installations in Bombay which are in close proximity to the site of the new docks, and information has reached them of two recent fires in America which occurred at Marcus Hook on 3rd and 11th July last, some particulars of which are given in "*The Philadelphia Press*" of Sunday, July 12th, 1903.

2. I should be grateful if you could kindly put me in the way of obtaining for the information of the Trustees copies of any official reports relating to these fires. It would appear that they were in both cases caused by lightning, and it would be of interest to know if the tanks were protected by lightning conductors fulfilling the ordinary rules for such conductors. It is stated that the flames from the burning oil swept azone within a radius of 200 or more feet from the tank. The moat enclosing the tank appears to have been very wide and shallow, and it would be interesting to have full particulars of its dimensions.

3. In the case of the first fire it appears that the tank was shattered and its contents let loose which is unusual.

4. No doubt the official reports will refer to all these and other points and it would be of great interest to the Trustees to be in possession of them.

Soliciting your good offices in the matter.—I remain, &c.,

(Sd.) W. C. HUGHES, Chairman.

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9. *North-Eastern Railway letter of 18th August* 1903, *R. I.* 4548.

No. 909.

NORTH-EASTERN RAILWAY.

DISTRICT SUPERINTENDENT'S OFFICE,

HULL, 18th August 1903.

A.H. 14-26331-18-8.

To H. E. HART, Esq.,

SECRETARY, BOMBAY PORT TRUST.

DEAR SIR,—Referring to your letter of 31st July, the Anglo-American Oil Company's tanks at Hull are in close proximity to the Graving Dock and Warehouses as shewn on the tracing which I send you herewith. In dealing with new applications for tank storage, we have stipulated that they shall be much further away from the Dock Warehouses and property; indeed the Consolidated Oil Company and the Caucasian Oil Company each have tank storage quite half a mile away, and the pipe is laid from the berth in the William Wright Dock where the steamer discharges to the oil storage tanks.

The Anglo-American oil tanks are still in use and their capacity is about 2,485,000 gallons in five tanks. The whole of these tanks are surrounded by a wall which, it is calculated, would be sufficient in area and strength to hold the entire contents of all the tanks, and so prevent the oil spreading in case of accident.

The insurance companies have not charged higher rates for the buildings or shipping in the vicinity.

I presume there will be a difference between storing oil in Bombay and storing here on account of the different temperature of the two

places and the probability of tropical storms at Bombay which we do not have here.

Tracing attached.—Yours, &c.,

(Sd.) J. WOLLON.

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11. *Agents' letter of 28th August* 1903, *R. I.* 4688.

BOMBAY PORT TRUST.

7, THE SANCTUARY,
WESTMINSTER, S. W., 28th August 1903.

TO THE SECRETARY, BOMBAY PORT TRUST.

SIR,—We beg to acknowledge the receipt of your letter, No. 3563, dated the 31st July 1903, and are making enquiries on the points therein raised.

In the meantime we may say that we have placed your letter before the Manager of the Fire Department of the Royal Exchange Assurance Corporation, who has been good enough to write us as under :—

"If Fire Insurance Companies saw that any property proposed for "Insurance were endangered by the proximity of petroleum tanks or "stores, they would unquestionably charge such a rate for the property "as would compensate for the increased hazard arising from the "petroleum ; but it is also the invariable custom in such cases to take "into consideration the questions whether in the event of fire in the "petroleum, the burning oil would be prevented from flowing into the "neighbouring property either by reason of the oil being on a lower "level of ground than the neighbouring property, or by reason of the "tanks or stores being surrounded by an adequate ditch or embank-"ment sufficient to contain and confine the burning oil.

2. "I am not aware of any petroleum tank installation in this "country which is a source of danger to surrounding property. The "installations are mostly isolated in open situations.

3. "The Fire Insurance Companies do not cover war risk under any circumstances."

We hope to be able to communicate with you further on this question at a later date.—We have, &c.,

for SIR J. WOLFE BARRY & A. J. BARRY,
(Sd.) A. J. BARRY.

12. *Agents' letter of 28th August* 1903, *R. I.* 4775, *and accompaniment.*

BOMBAY PORT TRUST.

1 Enclosure. 7, THE SANCTUARY,

WESTMINSTER, S. W., 28th August 1903.

TO THE SECRETARY, BOMBAY PORT TRUST.

SIR,—With reference to your letter, No. 3565, dated 31st July 1903, we have, as desired by the Trustees, consulted Captain J. H. Thomson, His Majesty's Chief Inspector of Explosives, and discussed with him the question as to the necessity of removing the existing Petroleum Installations at Bombay, and now enclose a copy of a memorandum we have received from that gentleman on the subject.

We have not been able to see Dr. Redwood as yet, as he is at present away on the Continent and is not expected back in town until the end of next week, but we will make a point of consulting him as soon as he returns.—We have, &c.,

for SIR J. WOLFE BARRY & A. J. BARRY,

(Sd.) A. J. BARRY.

REPORT BY CAPTAIN THOMSON, HIS MAJESTY'S CHIEF INSPECTOR OF EXPLOSIVES.

HOME OFFICE,

WHITEHALL, S. W., 22nd August 1903.

GENTLEMEN,—In reply to the enquiry by Mr. Barry for my opinion as to the necessity of removing the existing Petroleum Installations in view of the extension of the Bombay Docks, I beg to state my views as follows:—

I have studied the correspondence on the subject which Mr. Barry kindly left with me, and am of opinion that many of the views therein expressed as to the danger of existing Petroleum Installations are largely exaggerated. I gather from the plans that both installations are very efficiently protected against outflow, and, this being the case I am of opinion that the danger to shipping may be made extremely

small. Experience of large fires with bulk petroleum has invariably shown that damage to surrounding property is caused by the outflow of burning petroleum and not by the conflagration of the tanks. Where such outflow is efficiently guarded against, as in the present instance, it will, in my opinion, be possible to confine a fire entirely to the immediate vicinity of the tank. In general, when a tank catches fire its contents will burn steadily down and not much escape of oil will take place, but this must not be counted on, and it must be assumed as possible that the tank may be so far damaged in the earlier stages of the fire, either by a vapour explosion or by the heat, as to allow the contents to escape; but should this occur in the installations in your harbour the fire will still be confined by the containing walls. It remains, however, to consider at what distance property might be endangered by the flames from the burning tanks. This question received a good deal of consideration at the time of the petroleum discussion before a Committee of the House of Commons. The conclusion then arrived at was to the effect that in an installation similar to those under consideration there is little or no danger to surrounding property at a distance of over 100 feet. In the case of shipping, however, where damage may be done to rigging or the more exposed portions of the vessel, I think it would be advisable to extend this distance to 150 feet, and to take the additional precaution of erecting a screen wall. I recommend that a screen wall of a height of 50 feet from the ground should be erected on the outer enclosure wall in the case of both installations on the side facing the dock, and should be extended to protect any buildings outside the enclosure which are at a less distance than 100 feet from the tanks. I understand that Nos. 1 and 2 tanks of the Shell Co.'s Installation are to be removed in any case. I also understand that at the time when the Standard Oil Co.'s Installation was erected the Military authorities withdrew their objections on the score of danger to defences.

Under these circumstances, and provided that screen walls are erected as suggested above, I see no necessity for the removal of the Installation on account of the extension of the docks.

If, however, it should be decided to remove the tanks to a site on the land which is to be reclaimed, I would urge that it would be desirable to take the opportunity of substituting underground tanks, by which some additional safety would be gained and which would

entirely remove the objections to the installation on the point of view of defence, inasmuch as they would no longer attract the fire of an enemy's ship.

I beg to return the correspondence and plans.—I have, &c.,

(Sd.) J. H. THOMSON, CAPT.,
H. M.'s Chief Inspector of Explosives.

P.S.—A specification for screen walls will be found in Appendix 10 of Thomson and Redwood's Handbook on Petroleum, published by Charles Griffin & Co., 12, Exeter Street, Strand, W.C.

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13. *Agents' letter of 23rd October 1903, R. I. 5632, and accompaniment.*

BOMBAY PORT TRUST.

(1 Enclosure.) 7, THE SANCTUARY,
WESTMINSTER, S.W., October 23rd, 1903.

Petroleum Depôts and the Bombay Docks.

SIR,—With reference to your letter, No. 3565, dated 31st July, I am requested by the Consulting Engineers to forward a copy of Mr. Boverton Redwood's remarks on the subject of the Petroleum Bulk Installations and to intimate that a further report will be made by the Consulting Engineers by next mail.—I have, &c.,

(Sd.) W. SANDFORD.

THE SECRETARY, BOMBAY PORT TRUST,
Ballard Road, Bombay.

REPORT BY MR. BOVERTON REDWOOD.

4, BISHOPSGATE STREET, WITHIN,
LONDON, E.C., October 5th, 1903.

To SIR JOHN WOLFE BARRY, K.C.B., LL.D., F.R.S., M. INST.C.E. and A. J. BARRY, Esq., M. INST.C.E.
7, THE SANCTUARY, WESTMINSTER, S.W.

Petroleum Depôts, Bombay.

DEAR SIRS,—In accordance with the instructions received through you, I have studied the whole of the papers, with accompanying drawings, forwarded with your letter of the 9th ultimo, and have given careful consideration to the points referred to me, as set forth in the letter addressed to you by the Bombay Port Trust on the 31st July last.

I dealt in 1898 at some length with the nature of the risks attendant upon the storage of petroleum in bulk in a report which is included in the papers, and as additional experience has not led me to modify the views I expressed it is not needful for me to add to the statements I then made in relation to the general principles.

It only, therefore, remains for me to say that after attentively reviewing all the circumstances I am of opinion that the existing conditions will not be so altered by the construction of the new wet and dry docks as to necessitate the transference of the present petroleum storage installations to another site, but that in order to allay apprehension of risk of fire, screen walls fifty feet in height should, as recommended by Captain Thomson, be built in such positions as to afford protection to shipping in the Docks, and that any buildings outside the installations and within 100 feet of the tanks should be similarly screened.

I return the papers and drawings herewith and am, Dear Sirs,—Yours, &c.,

(Sd.) BOVERTON REDWOOD.

14. *Agents' letter of 13th November* 1903, *R. I.* 6025.

No. 175—6.

BOMBAY PORT TRUST.

7, THE SANCTUARY,
WESTMINSTER, S. W., 13th November 1903.

TO THE SECRETARY, BOMBAY PORT TRUST, Ballard Road, Bombay.

Petroleum Depôt and Bombay New Docks.

SIR,—With further reference to your letter to us, dated 31st July 1903 (No. 3565), and in continuation of our letters to you, dated the 28th August and the 23rd October last, with which we enclosed, respectively, a copy of Captain J. H. Thomson's and Mr. Boverton Redwood's report on the subject of the removal of the existing Bulk Oil Installations at Bombay, we now beg to say that our own opinion agrees with that expressed by both the abovenamed gentlemen, *viz.*, that the construction of the proposed new docks will not so affect existing conditions as to necessitate the transference of the present Petroleum Storage Installations to another site. We think, however, that in the future, as the traffic of the new docks develops, it is not impossible that the present Oil Installations may be found to be in the way.

We also concur in the recommendation of both gentlemen that fire screen walls should be provided as an additional precaution against the possible risk of injury to shipping in the docks or to adjacent buildings.

We procured, and forwarded per Book Post by the mail of the 23rd October last, a copy of Captain J. H. Thomson's and Mr. Boverton Redwood's "Handbook on Petroleum" which may not have been in your possession, and which contains some valuable information bearing on the subject.—We have, &c.,

for SIR J. WOLFE BARRY AND SELF,
(Sd.) A. J. BARRY.

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15. *U. S. A. Consul's letter, dated 19th January 1904, R. I. 369, and accompaniments.*

CONSULAR SERVICE, U. S. A.,
BOMBAY, INDIA, January 19th, 1904.

TO THE CHAIRMAN, BOMBAY PORT TRUST, Bombay.

DEAR SIR,—Referring to your previous request regarding an official report of the burning of two petroleum tanks, on July 6th, 1903, at Marcus Hook, Pennsylvania, U. S. A., I herewith enclose copy of letter from the Department of the Interior, Washington, D. C., sent me through the Secretary of State, transmitting a communication on the subject by the Director of the Geological Survey.

I trust that this communication may fill the requirements of your request.—I have, &c.,

(Sd.) WM. THOS. FEE, Consul, U. S. A.

DEPARTMENT OF THE INTERIOR,
WASHINGTON, December 18th, 1903.

THE HON'BLE THE SECRETARY OF STATE.

SIR,—Your letter of the 4th ultimo has been received, enclosing a copy of a despatch from our Consul at Bombay, India, forwarding a request from the Officers of the Bombay Port Trust for copies of any official reports made regarding the burning of two petroleum tanks in July 1903 at Marcus Hook, Pennsylvania.

In response thereto I have the honour to transmit a copy of a communication from the Director of the Geological Survey, to whom the matter was referred, wherein he reports that fires occurred at Marcus

Hook on the 3rd and 11th of July 1903, in the petroleum tanks of the U. S. Pipe Line Co., the transit branch of the Pure Oil Co., that such tanks were not protected by lightning conductors, as the experience of the petroleum interests in this country covering a number of years has been that lightning rod conductor afford no protection and that there was no damage to surrounding property on account of the fires in question.—Yours, &c.,

(Sd.) E. A. HITCHCOCK, Secretary.

DEPARTMENT OF THE INTERIOR.

UNITED STATES GEOLOGICAL SURVEY,
WASHINGTON, D. C., December 15th, 1903.

THE HON'BLE THE SECRETARY OF THE INTERIOR.

SIR,—I have the honour to transmit the following information in reply to the accompanying letter from the Honourable the Secretary of State, enclosing a request for same from the Bombay Port Trust through the Consul at Bombay.

The fires which occurred at Marcus Hook, Pennsylvania, on the 3rd and 11th of July 1903, did not occur in plants of the Standard Oil Company or of the Atlantic Refining Company which have refineries near Marcus Hook, but they took place in the works of the Pure Oil Company, the tanks that were damaged being those of the United States Pipe Line Company, the transit branch of the Pure Oil Company. A tank was struck by lightning on each of the dates named.

The tanks were of light material, their location being remote from any valuable property, which evidently led the builders to feel that they could safely construct of light material. Had the tanks been built stronger, probably little or no damage would have resulted. For the same reason, that is, the isolation of the property from other valuable property, the tanks were surrounded only by low, cheaply built banks. The fires did no damage to surrounding property.

The tanks were not protected by lightning conductors, the experience of the petroleum interests in this country, covering a number of years, having shown that lightning rod conductors afford no protection.

In the large plant of the Standard Oil Company at Bombay, now nearing completion, the tanks are built exceptionally well and are surrounded by brick and earth embankments that are twelve feet high

or more, making in each case, a basin large enough to hold the full contents of the tank. These embankments, when large enough, usually confine the fire to the tank and contents, the only exception being where buildings are adjacent or close to the fire. The plant at Bombay has lightning conductors put on by special request of the authorities.

It is impossible to give any particulars as to the dimensions of the embankments or moats which surround these Marcus Hook plants.—Very respectfully,

(Sd.) CHARLES D. WALUTT, Director.

U. S. A. Consul's letter, dated 6th February 1904, R. I. 715, and accompaniments.

CONSULAR SERVICE, U. S. A.,
BOMBAY, February 6th, 1904.

TO THE CHAIRMAN OF THE BOMBAY PORT TRUST.

SIR,—In continuation of my letter addressed to you on January 19th in regard to the petroleum fire which took place at Marcus Hook, Pennsylvania, in July 1903, enclosing certain information received from the Department of State, Washington, I beg to enclose herewith a copy of a letter received from the Department of the Interior, giving further details of the abovementioned fire. I trust this further data will be of use to you.—I am, &c.,

(Sd.) WM. THOS. FEE, Consul, U. S. A.

(Copy.) DEPARTMENT OF STATE,
WASHINGTON, D. C., January 4th, 1904.

WILLIAM T. FEE, ESQ.,
CONSUL OF THE UNITED STATES, Bombay, India.

SIR,—Referring to instruction No. 100 of December 21st last, in regard to the burning of two petroleum tanks at Marcus Hook, Pennsylvania, in July 1903, I enclose copy of another letter from the Department of the Interior, transmitting additional information on the subject, supplied by the Director of the Geological Survey.—I am, &c.,

(Sd.) HERBERT H. D. PEIRCE,
3rd Assist. Secretary.

Enclosure—

From THE DEPARTMENT OF THE INTERIOR,
December 31st, 1903, with enclosure.

(Copy.)

DEPARTMENT OF THE INTERIOR,
WASHINGTON, December 31st, 1903.

THE HON'BLE THE SECRETARY OF STATE.

SIR,—In further reply to your letter of the 4th ultimo, enclosing a copy of a despatch from the United States Consul at Bombay, India, requesting for use of the officers of the Bombay Port Trust, copies of reports relating to the burning of two petroleum tanks in July 1903 at Marcus Hook, Pennsylvania, I have the honour to transmit herewith a copy of a letter from the Director of the Geological Survey, supplying additional information upon the abovementioned subject.—
Very respectfully,

(Sd.) E. A. HITCHCOCK, Secretary.

DEPARTMENT OF THE INTERIOR,
UNITED STATES GEOLOGICAL SURVEY,
E.A.B. WASHINGTON, D. C., December 29th, 1903.

TO THE HON'BLE THE SECRETARY OF THE INTERIOR.

SIR,—Referring to my letter addressed to you on the 15th instant, in response to a request from the Honourable the Secretary of State, for certain information concerning fires in petroleum tanks at Marcus Hook, Pennsylvania, the same to be transmitted through the Consul at Bombay to the Bombay Port Trust, I have the honour to submit the following additional facts:—

The first tank which was struck by lightning on July 3rd, 1903, contained 20,000 barrels of export refined oil, standing a test of about 110° to 120° in the open cup. The second tank, which was struck by lightning on July 11th, contained 40,000 barrels of the same kind of oil. The tanks were constructed of steel, and were 114 feet 6 inches in diameter, and 30 feet high, capable of holding about 48,000 fifty-gallon barrels. The tanks were built with steel supports and truss for the roof, the roof being of No. 10 iron, and rivetted. The usual oil tank is built with wooden supports, and its wooden roof is covered with about No. 20 iron, and nailed. The form of construction of these tanks had something to do with the disaster, in that it made an

extremely wide expanse of metal to generate heat which, no doubt, was so great that the oil was gasing, more or less. In the case of the first fire, the tank was split down the sides, and in the case of the last fire, the tank exploded, throwing the top, and parts of the two top rings for some distance. Usually the wooden top roof, in the case of fire, will blow off and the fire will be confined entirely to tank, taking from three to four days to burn out. These fires both took about forty-eight hours. These tanks are being rebuilt with wooden roofs. The embankments around the tanks are said to be from six to seven feet high, with a diameter of about two hundred feet, and are estimated to hold more than the contents of the tanks.

The usual oil fire is crude oil, it giving off gas much more freely. The theory is expressed that where gas is given off from a tank, the lightning sets it a fire in the air, not actually striking the tank, and as a precaution it is suggested that from four to six manheads be placed in the roof of each large tank with a water seal if possible. This makes the top gas-tight, and a six inch pipe from the side of the tank near the top, running down to the ground and away from the tank, with an outlet at a safe distance, is a good precaution, and the one in use by the Tide Water Pipe Line Company, which has had no oil fires for a great many years.—Very respectfully.,

(Sd.) CHAS. D. WALUTT, Director.

16. *Bombay Government letter, No. 77-G, dated 23rd February 1904.*

No. 77-G OF 1904.

MARINE DEPARTMENT,

BOMBAY CASTLE, 23rd February 1904.

TO THE CHAIRMAN, BOMBAY PORT TRUST.

SIR,—With reference to the correspondence ending with your letter, No. 3849, dated the 19th August 1903, regarding the danger arising from the proximity of the Petroleum Bulk Oil Installations at Bombay to the Bombay Docks and public buildings, I am directed to inquire how the matter now stands and when the promised further report on the subject may be expected. I am also to request that a reply to this letter may be sent not later than the 1st March 1904.—I have, &c.,

(Sd.) ALEX. KING, *for* Secretary to Government.

17. *Letter from the Chairman, Bombay Port Trust, No.* 1055, *dated 26th February* 1904.

BOMBAY PORT TRUST.

No. 1055.

BALLARD ROAD,
BOMBAY, 26th February 1904.

FROM THE HON'BLE MR. W. C. HUGHES, C.I.E.,
CHAIRMAN, BOMBAY PORT TRUST.

TO THE SECRETARY to GOVERNMENT,
MARINE DEPARTMENT.

SIR,—In reply to your No. 77-G, dated 23rd February 1904, I have the honor to report that the Board have refused applications from the Burmah Oil Company and from Messrs. Ewart Latham and Co., for sites for fresh Bulk Oil Installations at Mody Bay, and, since the date of my letter No. 3849 referred to, have served Messrs. Ewart Latham and Co. with a notice requiring them to vacate the premises occupied by the Royal Dutch Petroleum Co. on the Mody Bay North Reclamation by 1st November 1904.

2. The Trustees have also received the opinions of Major J. H. Thomson, H. M.'s Chief Inspector of Explosives, Mr. Boverton Redwood and their Consulting Engineers, Messrs. Sir J. Wolfe and A. J. Barry, copies of which I attach. These reports, together with others containing information on the subject, are about to be printed for submission to the Chamber of Commerce for an expression of their views.

3. The Trustees have come to no decision in the matter which, as previously pointed out, is one in which there is no occasion for immediate further action.—I have, &c.,

(Sd.) W. C. HUGHES, Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 7th April 1904.

THE SECRETARY, BOMBAY PORT TRUST.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge, with thanks, the receipt of 10 copies of the printed correspondence regarding the location of the Bulk Oil Installations at Mody Bay, which you were good enough to forward to the Chamber with your letter No. 1720 of the 30th ultimo.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX Q-1.

No. 2064.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,

BOMBAY, 18th April 1904.

TO THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber a copy of a report* by the Docks Committee, dated 30th March 1904, regarding the location of the Bulk Oil Installations at Mody Bay in reference to the site of the new Docks, and to say that its recommendations were unanimously approved at a meeting of the Board held on 12th instant, and the necessary action has since been taken.

2. A copy of the plan No. 5954/N6 is being prepared and will shortly be sent to you and the model referred to is also at your disposal should the Committee wish to see it.—I have, &c.,

H. E. HART, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 22nd April 1904.

THE SECRETARY, BOMBAY PORT TRUST.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letters, No. 2064 of the 18th, and No. 2099 of the 20th instant, the former giving cover to a copy of a report by the Docks Committee, dated 30th March 1904, on the location of the Bulk Oil Installations at Mody Bay, with reference to the site of the New Docks, and the latter forwarding copy of Plan No. 5954/N6 showing the Shell Transport and Trading Company's Bulk Oil Installation as existing.

In thanking you for the above accompaniments I am to solicit the attention of the Trustees to the concluding portion of para. 2 of your Chairman's letter to Government, No. 1055 of the 26th February 1904, printed at page 20 of the correspondence forwarded to the Chamber with your No. 1720 of the 30th March 1904, and to express the hope that in matters such as those under reference the

* See page 116.

Committee of the Chamber may, in future, be given the opportunity of expressing their views. I am further instructed to say that in view of the remark referred to in the letter of the 26th February, my Committee desire to place on record the fact that they have not been consulted in the matter.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

No. 6464.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,
BOMBAY, 21st December 1904.

TO THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—I am directed to forward, for the favour of any remarks, a printed copy of a report by the Land and Railways Committee, approved by the Board, comprising a scheme for the location of the Bulk Oil Trade at the extreme north of the Harbour near Sewri, together with an arrangement for a pier extending to deep water at which steamers can discharge by means of pipes, and also carry on the work connected with the export of case oil and bunkering vessels in the stream.—I have, &c.,

H. E. HART, Secretary.

BOMBAY PORT TRUST.

Report by the Land and Railways Committee on applications for sites for Bulk Oil Installations.

The Committee have further considered the correspondence with Messrs. Ewart, Latham & Co. on behalf of the Royal Dutch Petroleum Co., and Messrs. W. & A. Graham & Co. on behalf of the Asiatic Petroleum Co., regarding fresh sites for Bulk Oil Installations. They have also had before them an enquiry by Messrs. A. T. Mantacheff and Co. (Societe de l'Industrie de Naphte et du Commerce) for a site (about 20,000 square yards) for an installation they propose to erect.

2. The Board will remember that in November 1903, on receipt of notice to vacate the Mody Bay site, Messrs. Ewart, Latham & Co. applied for a fresh site, and they were furnished, in June last, with a plan of the site at the Frere Lands Estate immediately south of the Burma Co.'s Installation, and were asked to state if it would be suitable before the matter was laid before the Board. They subsequently

enquired the terms on which the Trustees would grant them a lease of the site in question. To this no reply has been sent; the Board, after inspection, having decided to make enquiries as to other possible sites and to obtain opinion as to whether they are empowered to acquire land for leasing out for the purpose of Bulk Oil Installations.

3. On this latter point there appears to be no doubt whatever—the Hon'ble the Advocate-General having given an unqualified opinion that the acquisition of land for the purpose is within the powers of the Board.

4. In the case of Messrs. W. & A. Graham & Co., who applied on 5th July last for particulars of any alternative sites for their depôt which the Board were in a position to offer either now or in the near future at Mazagon, Elephanta or any other island, or on any other suitable part of Bombay, they were informed on 9th August that the Trustees were not in a position to offer any site on land in their possession, and, on asking for further consideration of their case, they were subsequently told that while unable to offer any site for a large installation, the Board might be prepared to find a site for a small or subsidiary installations conveniently situated if that would suit their purpose.

5. Messrs. Mantacheff & Co.'s application is entirely new, and indicates an increase in the competition and a probable further development of the Trade, which is already one of very considerable importance to the Port.

6. Messrs. W. & A. Graham & Co.'s desire to transfer their depôt to another site at once rather than accept the Board's offer of a rearrangement of their installation with assured security of tenure up to the end of March 1910, places a somewhat different complexion on the question, and the Committee have very carefully considered the problem of providing a site on which these three installations could be located, with room for the accommodation, in addition, of both the Standard and Burma Co.'s installations on the expiry of their leases. They find that such a site is available north of the village of Sewrie and west of the part of the Sewrie Bunder vesting in the Board under the Act of 1873, but which has not yet been made over to them pending arrangements for the transfer of the Government magazine which at present occupies part of the Bunder property (Plot No. 23). The land to the west is, for the most part, agricultural open land, a portion

on the north being salt pans. The area measures approximately 300,000 square yards. It is far removed from the City, from which it is cut off on the west by a low range of hills. The ground is low-lying and completely cut off from the Harbour on the south and east by ridges of high ground, and is in touch with the proposed Harbour Branch Railway which traverses it on the west. It has been inspected by the Chairman and two other members of the Committee (Mr. Harvey and the Hon. Mr. Armstrong), who are agreed that it is well suited to the purpose and not open to exception from any point of view.

7. Its disadvantages are that the length of pumping main from the present steamer berth at Mody Bay would be considerable (nearly 5½ miles), and that the only bunders within reach are too shallow for tenders or lighters and country craft to load with liquid fuel for bunkering purposes, or tins or drums for transport coastwise.

8. These disadvantages can, however, be entirely obviated by the construction of a pier running out from Sewrie Bunder to deep water, at which a bulk-oil steamer could discharge, and at which tenders, &c., could load at all times. By such an arrangement the bulk-oil trade would be entirely removed to the extreme north end of the Harbour. The pier would be a very long one, but not proportionately expensive as for a great part of its length it would be simply a muram bank above low-water level. On the basis of approximate estimates it would appear feasible to finance the scheme by charging ground rent at considerably less than the rate now charged for the Mody Bay Installations.

9. The project, in the opinion of the Committee, affords a satisfactory settlement of the bulk-oil question which should find ready acceptance with those interested. The outlay will be considerable, but will, it is anticipated, be fully covered by the receipts, which will be a secured asset against the increase in capital debt. The proposals are shown in outline on the two plans attached.

10. The Committee after careful consideration unanimously recommend—

(*a*) That application be made to Government to notify the area west of Sewrie Fort, measuring approximately 300,925 square yards, for acquisition for the purposes of sites for Bulk Oil Installations and other trade purposes;

(*b*) That the Chief Engineer be requested to submit a complete project for laying out the area to best advantage and for a pier extending from Sewrie Bunder to the deep-water line (19 feet lowest ordinary spring tides), with such deepening as may be feasible by dredging—the pier to consist of a muram bank extending to such point as may be most economical, and a piled structure with "Tee" or "Y" head in continuation thereof. The design to be for such a structure as will meet the requirements of the bulk-oil trade, but with alternatives to fit it for more general purposes;

(*c*) That Messrs. Ewart, Latham & Co. (Agents, Royal Dutch Petroleum Co.), Messrs. W. & A. Graham (Agents, Asiatic Petroleum Co.), and Messrs. A. T. Mantacheff & Co. (Societe de l'Industrie de Napthe et du Commerce) be informed with reference to their several applications, that the Board have resolved, subject to the sanction of Government, to acquire a site at Sewrie on the line of the projected Harbour Branch Railway for the purpose of accommodating the trade in bulk oil, and propose to provide, in connection with it, a pier extending to deep water at which steamers can discharge by means of pipes and at which, or at such portions of which as may be set apart for the purpose, liquid fuel and oil in tins or drums can be loaded into tenders, lighters, or native craft for bunkering vessels in the stream or for export coastwise, and that, as now advised, the Board are not prepared to entertain any applications for sites elsewhere either for main or subsidiary installations;

(*d*) That Government be advised of these proposals, and invited to make early arrangements for placing the Trustees in formal possession of the remaining part of the Sewrie Bunder vesting in the Board under their Act and now partly occupied by the Military Department for a magazine.

W. C. HUGHES,
Chairman.

15th December 1904.

CHAMBER OF COMMERCE,
BOMBAY, 21st December 1904.

TO THE SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 6484 of this date, covering plans, and a report by the Land and Railway Committee approved by the Board, comprising a scheme for the location of the Bulk Oil Trade at the extreme north of the harbour together with an arrangement for a pier extending to deep water at which steamers can discharge by means of pipes, and also carry on the work connected with the export of case oil and bunkering vessels in the stream.

2. I am to say that these papers were considered at the meeting of Committee held this day, and that the scheme set forth has their full approval.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

PETROLEUM FIRE NEAR ANTWERP.

CHAMBER OF COMMERCE,
Bombay, 23rd September 1904.

THE CONSUL FOR BELGIUM, Bombay.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to forward the accompanying newspaper report of a fire which recently occurred at Hoboken near Antwerp, and to say that they would esteem it a favour if you could procure for them an Official account (Government or Police) of the occurrence, and, if possible, a translation in English.

I am to add that if you could also obtain for the Chamber a plan of the locality, with the surrounding buildings, giving the distances from the tanks to the various buildings, the Committee would be further indebted.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

BELGIAN CONSULATE,
BOMBAY, 16th January 1905.

TO THE ASSISTANT SECRETARY TO THE CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In continuation to my letter, dated the 10th October last, I beg to hand you with a plan of the place the enclosed copy of the original official account of the recent fire at Hoboken.

I regret having been unable to secure an English translation of that document.—Believe me, Dear Sir, Yours faithfully,

M. GERARD.

REPORT REGARDING THE BURNING OF THE OIL TANKS AT HOBOKEN, FURNISHED BY THE BELGIAN CONSUL IN BOMBAY.

Translation.

On the 26th August 1904 at 11-5 a.m. information was given to the communal administration by telephone that the oil tanks situated at the south of the town were on fire. The first aid, followed immediately by the steam fire engine, arrived on the spot about 11-35. The service waggon and the two other steam engines were successively despatched to the scene of the conflagration, the horses of the road department being used to take them there.

The captain of the port was given notice to forward the floating fire engines. Lastly the Engineer regiment was requisitioned to furnish working parties for it was foreseen that all efforts must be limited to containing the oil by ditches and dykes.

On our arrival on the scene, we observed that the tanks of the American Petroleum Company, the space separating them from the Eiffe Company, the depôt of this latter and the ground alongside the quay of d'Herbouville were on fire. (I) The wind was from the south-west and a thick cloud of smoke covered the space II situated beyound the Eiffe installations, and rendered these latter unapproachable.

Two hoses were established in the space marked A in the accompanying plan to put out the fire in the open space. Two fire-plugs at B and C were at the same time devoted to the protection of the offices and stores. The first steam engine came into action at D and co-operated in the same work.

About mid-day the Eiffe tank No. 5 took fire.

At this moment the burning oil poured out into the gutter parallel with the American Petroleum Company's installation ; and pending the arrival of the Engineer regiment, volunteers were called on to establish dams at E. This work was attended with difficulties ; fortunately the Engineers arrived and it was possible to construct dams at E, F, G, and H, with despatch.

In order to save the installations of Rieth & Co., a steam engine was brought into action at K. One of its branches was directed towards the Eiffe installations at L, the other at M, at the end of the installations of the American Petroleum Company.

On the side of the Eiffe installation two fire-plugs inside the establishment could still be employed to assist in this work. But when the Eiffe tank No. 4 also took fire, the situation on that side became so critical that it was necessary to withdraw the hose at C and also the hoses of the first steamer at D.

From this moment all that could be done was to observe the progress of the fire and to construct here a dam and there a ditch to prevent the oil from spreading. Towards evening the little tank No. 6 of the Eiffe Co. also took fire.

At P, 150 metres distant, was situated a benzine warehouse with benzine in drums. A pump belonging to the establishment was brought into action in a neighbouring ditch and devoted its efforts to keeping the building cool.

During the rest of the day and throughout the night the fire raged. At the same time its intensity waned towards 7 o'clock in the morning. From this moment a detachment of firemen with an officer, and a detachment of engineers also commanded by an officer, were left in surveillance on the scene, one steamer, a hydrant and a floating hydrant were retained.

After this there was no change in the situation. All the 26th the two Eiffe tanks continued to burn and the little tank No. 6 of the same company which had taken fire externally through the breaking of a glass tube now took fire inside and its cover was torn open. The second tank which was supposed to be full of oil was in great danger. On the 29th efforts were made to extinguish it (*Note* "It" here evidently refers to No. 6) but without result. On the 30th it went out. On that date only the gutter of the American Petroleum Co remained alight. By the 2nd September, all danger having ceased, the detachment of the engineers was withdrawn as also were the last steamer and the floating hydrant. A detachment of six firemen remained on the scene till the 6th September at 6 p. m. when the extinction was complete.

There were eight victims. Four were discovered on the 26th, the four others on the next day. Their remains were conveyed to the cemetery at Kiel.

As to the causes of the accident it is difficult and premature to make any pronouncement. It is certain that Tank No. 2 of the American Petroleum Co. exploded ; but there are several stories as to how the explosion took place.

Everyone agrees however that the conflagration spread with astounding rapidity, compelling the workmen engaged on the various installation, to abandon their tasks. It is difficult in these conditions to obtain exact information. The magistracy moreover has ordered an enquiry and it is to be hoped that the experts commissioned by it will discover the causes.

The victims were, with one exception, workmen engaged in the construction of the new tanks for the Holland-Belgium Co.

The installations were in course of construction. The American Petroleum Co.'s establishment was not finished ; the Holland-Belgium Co. had scarcely begun the construction of their tanks ; and it may be said that this circumstance probably caused the communication of the fire to the Eiffe Co.'s installation.

On the other hand the City had selected for these dangerous installations a site at the extermity of its territory, distant 2 kilometeres from its external ramparts, completely isolated and well below the level of the quays of l'Escaut. Experience has thus shown that the site was well chosen and that there was no danger of the communication of the fire to l'Escaut and the neighbouring installations.

True Copy—
Antwerp, 6th December, 1904.
(Sd.) AUG. POSSEMIERS,
Communal Secretary.

CHAMBER OF COMMERCE,
Bombay, 23rd January 1905.

THE CONSUL FOR BELGIUM,
Bombay.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 16th instant and to thank you for the copy of the original official account of the recent fire at Hoboken and the plan of the place, forwarded with your letter.—Yours faithfully,

FREDERICK NOEL-PATON, Secretary.

APPENDIX R-1.

DELIVERIES OF IRON AND STEEL FROM THE DOCKS.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 19th February 1904.

CIRCULAR No. 1.

The following alterations in the Schedule of Rates to be charged at the Port Trust Wet Docks made by the Trustees of the Port of Bombay have been approved by Government under Section 43-B (1) of the Bombay Port Trust Act, VI of 1879:—

" Pages 10-11—For the entry under Item 210, substitute the following :—

Removal and Delivery Charges, should Unclaimed Goods be removed from the wharf to the warehouse after the expiry of free days allowed.	Rent per week or part of a week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged	Imports.	Exports.
					Wharfage.	Wharfage.
Rs. a. p.	Rs. a. p				Rs. a. p.	Rs. a. p.
0 8 0	0 4 0	210	Iron and Steel— (i) Iron or Steel Bars, Hoops, Pig-Rods, Scrap, Sheets, Bands, Angle, Tee and Old.	Ton.	1 2 0	1 2 0
0 8 0	0 4 0		(ii) Steel-fagot, Keg, Spring and Octagon.	„	1 8 0	1 8 0

Page 17—For the entry under Item 348, substitue the following :—

....	....	348	Steel—*See* Iron and Steel, Items 210—212.	....	....	....

Page 26. Rents Item 11 Imports. For clause B (1) (2) and (3) substitute the following :—

B (1) (i) All iron and steel as specified under 210 (i) shall be stacked by the Trutees' Contractors *according to marks*, as far as possible, as landed.

(ii) In the event of any part of a consignment of rod bar or pig iron or steel or other description of iron or steel specified under Item 210 (i) being unmarked or, in the opinion of the Docks Superintendent, so insufficiently marked as to prevent the delivery of the whole consignment according to Bill of Lading, he shall have the whole of such consignment sorted *according to sizes*, as far as possible, as landed, a charge being made on the ship of 3 annas per ton to cover the cost.

(2) Seven free days will be allowed for the delivery of all iron or steel landed in the Docks.

Note.—In the case of iron or steel which has to be sorted under the last clause of the preceding rule the free days will count from the date on which the Docks Superintendent shall notify that the iron has been sorted and is ready for delivery.

In all other cases the free days will count from the day after the day of landing.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of seven days and each succeeding fee three days only.

(4) The Trustees reserve to themselves the right to refuse to deliver part only of a consignment falling under 210 (i)."

By order,
H. E. HART, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 2nd May 1904.

THE SECRETARY, BOMBAY PORT TRUST, Bombay.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been called by several leading firms interested in the import of iron and steel to the hardship placed on them by the

* Published in *Government Gazette*, Part I, of 18th February 1904, page 231, under Notification, No. 12, dated 17th February 1904.

revised regulations adopted by the Trust and printed on page 2 of the Trustees' Circular No. 1, dated 19th February 1904.

2. As regards Clause B (1) of the Circular in question it is pointed out that, until recently, all iron and steel, whether bars or in bundles, were sorted according to sizes by the Trustees' Contractors, while according to the new rule all iron and steel "shall be stacked by the Trustees' Contractors, according to marks, as far as possible, as landed;" furthermore, it is stated that the Dock Superintendent shall only have the whole of such consignments of rod bar or pig iron or steel sorted as in his opinion may be unmarked, or so insufficiently marked as to prevent the delivery of the whole consignment according to the Bill of Lading.

3. It has been represented to the Chamber that Clause B (1) is likely to prove inconvenient to the trade and that it should be revised so as to permit of all bars and bundles being in all cases sorted at Steamer's expense as heretofore, and 7 days free allowed after sorting.

4. In the same Circular Note (4) appears to be objectionable and the trade consider that no restrictions should be placed on merchants taking part delivery.

5. The matter has received the careful consideration of the Chamber, and as the Trustees have at all times evinced a desire to assist trade as far as possible, the Committee venture to suggest that Clause B (1) of the Circular referred to, be revised as indicated above.

6. With reference to Note (4) the Committee are also in sympathy with the merchants concerned, but it is probable, they think, that the Clause, as at present worded, causes some confusion and that it is not really intended to stop part deliveries except under special circumstances.

7. I am to beg therefore that the matter may receive the early consideration of the Board, and that the Trustees may be pleased to suspend the new rules, so far as they are objected to, pending a settlement of the points at issue.—I have, &c.,

C. J. MICHAEL,
Assistant Secretary.

No. 2620.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE,
BOMBAY, 16th May 1904.

TO THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to acknowledge receipt of your representation dated 2nd instant, and to state in reply that the exact terms of the circular referred to by you were settled only after very considerable discussion of the matter and on full consideration of the various aspects of the case and of the conflicting interests concerned. I am to say that the information which leads you to observe that it has heretofore been incumbent on the ship to bear the cost of sorting all the iron she unloads at the Docks is incorrect. It would moreover be a great hardship to insist on the ship paying sorting charges in cases where sorting is unnecessary. Of the iron and steel imported by the chief line of steamers engaged in the trade only 37 per cent. was sorted at the Docks during the year ending August last. The Trustees are of opinion that these charges should only be incurred and levied where absolutely unavoidable.

2. I am to inform you that you are correct in your supposition in regard to Note (4). It is not intended to use the power thereby reserved to the Trust as a matter of course.—I have, &c.,

H. E. HART, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 9th June 1904.

THE SECRETARY, BOMBAY PORT TRUST.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2620 of the 16th May 1904, on the subject of the handling of iron and steel at the Docks.

2. You observe that the exact terms of the Circular referred to were settled only after very considerable discussion of the various aspects of the case and of the conflicting interests concerned ; but as the Chamber of Commerce was not consulted, and as the leading firms interested in the import of iron and steel to whom the Chamber referred in its letter of 2nd May, are unanimous that on the points the Chamber drew attention to the new rules are unsuitable, it

seems evident that all interests were not fully considered before the new rules were issued.

3. Your remark that it would be a great hardship to insist on the ship paying sorting charges in cases where sorting is unnecessary, leads my Committee to ask if it can be shown that except an isolated lot here and there ordinary bars and bundles of one specification are ever taken delivery of in quantity by the trade without sorting. If a real and effective effort was made at port of shipment to keep lots separate the position might be different, but as steamers, to gain despatch, load as quickly as they can and discharge also with all possible speed, merchants and dealers can hardly be expected, under the circumstances, to acquiesce in a rule which gives a dock official the power to declare a lot ready for delivery without sorting. As therfore it is practically impossible for the trade to take delivery unless the various consignments are properly sorted; and as it is recognised that the docks are only intended for the *temporary* accommodation of imports, it is only reasonable, the Committee consider, that every facility should be offered by the Trust for prompt and correct delivery. It appears to the Committee that the effect of the new rule introduced by the Trust would be to cause merchants infinite trouble and delay. Indeed, they consider that the new system would in many ways prove inoperative, and they would submit that if the Trust desires to facilitate clearances it should, in fairness to the trade, see that all bars and bundles are properly sorted after being landed.

4. I am further to submit that before promulgating new rules such as those under reference, it would be an advantage if the views of those directly interested were first ascertained; and as the question now before the Chamber is of great importance to merchants in Bombay, and should not, in the opinion of the Committee, be dealt with offhand by the Trust, I am to request that this letter, with the relative correspondence, be laid before the Board for careful consideration and, if need be, a consultation with the representatives of the leading firms directly interested in this trade.

5. With reference to the Committee's remarks in connection with Note (4) and your statement that they are correct in their supposition in respect to it, I am to enquire whether, under the circumstances, the Trustees propose to re-cast the order so as to avoid misunderstanding in future.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX T. 1.

BOMBAY CITY AND ISLAND.

RAILWAY COMMUNICATIONS.

No. 2029 of 1904.

GOVERNMENT OF BOMBAY.

P. W. DEPARTMENT, RAILWAY BRANCH,

POONA, 13th August 1904.

FROM MR. G. A. ANDERSON, SECRETARY TO THE GOVERNMENT OF BOMBAY,

TO THE CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward copies of the notes and correspondence noted in the margin, with a request that Government may be favoured as early as possible with any observations that the Chamber of Commerce may wish to make on any of the points raised, and especially with their opinions on the following questions (or such of them as concern their interests), which the Governor in Council considers should be determined before dealing with detailed proposals for extension of Railway communication and facilities within the Island :—

(i) Letter No. 10171, dated June 8th, 1904, from the Agent, G. I. P. Ry. Co., to the Consulting Engineer for Railways, Bombay, and its accompaniment—G. I. P. Ry. Board's letter No. 40, dated May 13th, 1904.

(ii) Note, dated June 1st, 1904, by the Chief Engineer, Public Works Department, Bombay.

(iii) Note, dated July 2nd, 1904 by the Consulting Engineer for Railways, Bombay, with two plans—Consulting Engineer's No. 5780A and 5780B.

(i) Whether it is practicable and expedient to have all goods imported for places outside the Island, or brought from such places for export by sea, dealt with on the Harbour side north of the Castle.

(ii) Whether goods brought for local consumption could be dealt with exclusively or generally at or in the vicinity of Grant Road Station or, if not, where goods yards for such traffic would be most conveniently situated.

(iii) Whether through trains for passengers from and to distant stations should be run to and from Victoria Terminus, provision being made for carrying travellers by sea to and from the deep sea pier and possibly disconnecting at Dadar or elsewhere passengers for Grant Road or other stations on the west.

(iv) Whether, in the event of the previous questions being answered in the affirmative, the Bombay, Baroda and Central India Railway should stop at Church Gate or should be continued to Colaba for suburban traffic.

(v) Whether for carrying out such arrangements as are indicated, single control of the lines south of point of junction would be necessary or whether they could not be effected by co-operation of the two Railway Administrations.

(vi) Whether for suburban traffic there will be substantial need that each Railway Administration should have running powers over the line of the other up to points outside the Island and, if so, to what points, and whether there would be practical difficulty in carrying out such an arrangement.

2. I am to add that, if it appears desirable, Government propose to appoint a Committee for the purpose of reporting on these questions after personal discussion and hearing of evidence.—I have, &c.,

E. E. LILLIE, *Offg.*, Under Secretary, *for* Secretary to Government.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

No. 10171.

VICTORIA TERMINUS,
BOMBAY, 8th June 1904.

To THE CONSULTING ENGINEER FOR RAILWAYS, Bombay.

SIR,—I have the honour to send you copy of the Board's letter No. 40, dated 13th May 1904, also of certain correspondence, as per list attached to it, which bears more or less on the subject of the same.

2. The Board have desired me to supplement their letter with such further information as is calculated to make the position clearer, and in doing so I will deal with the several points as ranged in para. 8 of their letter.

Harbour Branch Line.

3. The situation regarding this project is much the same as when I despatched my letter No. 11, dated 12th March 1904, to the Board except that we have now ascertained the terms upon which the Port Trust are willing to let us have the land required for the main line

of the branch, for our new stores yard and landing basin, and for the rearrangement of sidings and sheds in Wadi Bandar goods yard. We have not yet made a survey for starting the branch line directly out of Kurla station, instead of from a point on the main line on the Sion side of it, but we have sufficient data on which to pretty accurately base an estimate of its cost.

You will observe, however, that the Board have accepted the proposals of the Port Trust that the portion of the branch line to be constructed and owned by this Company shall end at Mazagaon at a point which has been fixed, and that south of that point the branch will be nothing more than a dock siding to be constructed and owned by the Port Trust, also that no siding south of that point shall be used for passenger traffic.

Railway extension to a deep sea pier situated near the site of the existing Ballard Pier.

4. I believe you will agree that such a pier being constructed, there is no possible room for doubt that it must be placed in direct railway connection with this Company's main line outside Victoria Terminus, and that in view of the fact that the pier will be used, as the Board observe, for all ocean passenger, trooping and postal mail services, it would be short sighted policy not to now contemplate that such services will largely increase in the future, especially when Karachi and other north-western parts of India are united, *via* the B. B. & C. I. Railway, with this city, and to so deal with the matter now as to allow for railway and pier facilities to expand accordingly.

The Port Trust scheme is designed to admit of two vessels being alongside the pier at a time and I believe the Trustees realize that the accommodation may have to be increased. The latest plan that I have seen shows the new pier to be 300 ft. wide, with a large area extending westward to Ballard Pier reclaimed. In my opinion that reclaimed area will have to be utilized for sheds for military purposes, refreshment and waiting rooms, offices for the military, railway, postal, telegraph and customs departments, for bankers and agents, shops for out-fitters and book sellers, etc., for every convenience, in fact, that passengers arriving in or leaving the country can require. As the use of the pier expands, so, too, must railway facilities, and as it is unlikely that any part of the pier, or reclaimed area, will be available for such purposes, except only so far as is required for

work on the pier, the Board are doubtless correct in contemplating that this cannot be effected without encroaching on the compound of St. George's Hospital : in any case I believe that the conditions of the future will render that building absolutely untenable for the purpose that it is now used. It has to be realized, also, that the B. B. & C. I. Railway goods yards between Carnac Bandar and the Hospital must continue to exist, and the facilities in it will in course of time have to be increased for goods purposes ; further that if a satisfactory connection between the G. I. P. Railway and the deep sea pier is effected, it will eventually be necessary to re-arrange the sidings in that yard so as to place its shunting necks on the eastern side of the Hospital, between it and Frere Road.

Such of the hospital buildings as need not be disturbed to make room for additional sidings, etc.—and as far as one can now see it seems possible that the main one may always be spared—can with advantage be used for railway purposes, for you are aware, I think, that although we have erected and are now extending an unsightly, semi-temporary structure opposite the site that will be occupied by the new General Post Office, to make room for a portion of our Audit staff, the clerical rooms in the Administrative building are objectionably overcrowded ; moreover, the acquisition of the hospital would remove some of the disabilities that we now labour under in connection with the staff quarters.

I send diagram No. 15764 which suggests how a pier siding can perhaps, best be laid.

Frere Road Overbridge.

5. The necessity for this is unquestionable. Presumably it will be built on the alignment originally settled, *i. e.*, on a straight continuation of that portion of Frere Road which lies south of Wari Bandar goods yard, but as none of the bridge, when built, will stand on railway land and only two openings in it will be required for railway purposes, it is reasonable to suppose that the allocation of the cost, accepted in 1892 by the three parties concerned, will be revised with the effect of reducing this Company's share.

6. It may be convenient if I now attempt to forecast what the liabilities of Government in the Railway Department may be if the schemes referred to in the Board's letter are carried out, and though, as you will understand, some of my estimates can be only roughly

approximate, I think they may be regarded as indicating as nearly as is practicable without complete investigation about what the total expenditure may amount to, as where in doubt I have estimated liberally:—

		Rs.	Rs.
(*a*)	HARBOUR BRANCH LINE, KURLA TO MAZGAON—		
	Estimate as submitted to the Board	28,69,000	
	Add for starting the branch from Kurla Station	1,00,000	
	Add for siding between branch line and Wadi Bandar for exchange of empty wagons ...	88,000	
	Add for possible increase in cost of land ...	2,30,000	
			32,87,000
(*b*)	RE-ARRANGEMENT OF WADI BANDAR GOODS YARD—		
	On the assumption that there will be an exchange of, and no debit for, land		9,20,000
(*c*)	LAYING OUT NEW STORES YARD—		
	On the assumption that there will be an exchange of land for both the yard and the siding approach to it, and no debit		3,46,000
(*d*)	FRERE ROAD OVERBRIDGE—		
	On the basis of original design and allocation ...		4,31,000
(*e*)	BRANCH FROM G. I. P. R. MAIN LINE TO DEEP SEA PIER—		
	Line and sidings	1,52,000	
	Land other than that in Carnac Goods Yard and Hospital compound, including compensation ...	3,78,000	
			5,30,000
(*f*)	ACQUISITION OF ST. GEORGE'S HOSPITAL—		
	Buildings	12,50,000	
	Land	17,00,000	
			29,50,000

Government are, I take it, practically committed to the expenditure involved by the first four items, therefore the estimated cost of giving effect to the Board's policy which is designed to secure for the city that which it will certainly require in the future, is confined to (*e*) and (*f*), aggregating, say, 35½ lakhs of rupees, an expenditure below that which will have to be incurred if the conditions of to-day are not taken advantage of.—I have, &c.,

H. WENDEN, Agent.

No. 40 of 1904.

THE GREAT INDIAN PENINSULA RAILWAY COMPANY.

48, Copthall Avenue, E.C.,
London, 13th May 1904.

Railway Extension in Bombay.
Harbour Branch Line.
Approach to the New Deep Sea Pier.

Board's letter No. 40 of 1901, whole letter.
Agent's letter No. 13 of 1903, paragraph 173.
" " " 11 of 1904, " 128.
" " " 13 " " 160.

Sir,—The Special Commission appointed in 1899 under the Railway Act—with Sir Arthur Trevor as Chairman—decided that the proposed branch railway into Bombay to give better access to the docks, was necessary for the mercantile interests of Bombay; that when made it should form an integral part of the G. I. P. Railway, and be constructed and worked by that railway; and that a double track for passenger service should be built as far south as Ballard Pier—in fact, throughout the whole length proposed. The Commission also decided that the proposed Frere Road overbridge across the G. I. P. Railway at Wari Bunder, would not then be required. This overbridge project had been for years under consideration; and, although costly, had been accepted by the Railway Company, by the Port Trust, and by the Municipality, all of whom would have had to pay a share. As, however, the Government of India never sanctioned the railway portion of it, the proposal has remained in abeyance.

2. You now report that, as far as the present circumstances permit, you have prepared the necessary plans and estimates of this branch, taking off from the main line at or near Kurla station and terminating—so far as the Great Indian Peninsula Railway is concerned—in Mazagon, at a point a little to the north of our present Goods Yard at Wari Bunder. You state that the present plans and estimates have been made in close communication with the Trustees of the Port of Bombay; and also that it has been found practically impossible to continue any passenger line further south than Mazagon. In other words the continuation of the line south of that point must be devoted to goods traffic only; it will be treated as a siding into the docks, and as such it will be most conveniently constructed and managed by the Port Trust.

3. This alteration of design and the decision of the Port Trustees to construct a new dock to the south of those at present existing, and also to build a deep sea pier at which ocean steamers can lie at all times of the tide, have so materially altered the position of affairs since Sir Arthur Trevor's Commission reported, that the Board consider it absolutely necessary to review their position and to see in what manner the proposals must be changed so that the railway service shall be adequate to meet the certain wants of the City of Bombay when the works are completed. It is true that the new dock may not be finished and in working order for the next 8 or 10 years; but the deep sea pier will probably be ready within the next 5 years; it is consequently the duty of the Railway Company to have their part of the necessary accessory works ready within that time. With all this in view the Board instructed their Managing Director, on his recent visit to India, to go most carefully into the question of the railway requirements in Bombay in this connection, and they are now in possession of all the material facts.

4. The practicability of running a double line for passenger traffic east of the Frere Road down to the Ballard Pier does not appear to have been considered by Sir A. Trevor's Commission, but in preparing the plans for the Harbour Branch railway, it soon became apparent that there was no space between the Frere Road and the docks for a passenger line of railway; in fact, a line of railway south of Wari Bunder and east of the Frere Road could only run *through* the docks, and would so hamper the working of the dock sidings to the different jetties and sheds as to practically paralyze it. The construction of the new dock will intensify this difficulty. This is pointed out in the letter received by you from the Port Trustees, No. 6120, dated 18th December 1902—and their objections to any passenger line through the docks are stated as follows:—

> Para. 3.—"The Trustees, I am to say, are definitely of opinion that there are serious objections to the proposed separate passenger line south of Wari Bunder and consider a regular passenger service on this portion of the line unnecessary. It would in their opinion be very prejudicial to the goods service and an entirely useless expense, besides being a most serious hindrance to ordinary cart traffic. The main goods line could be cleared for the mail arrivals and departures if found desirable and not inconvenient and there are other possible alternatives, but the

Trustees wish it to be understood that as now advised they cannot approve of provision being made for a regular passenger service on this length. The convenience of the public visiting the docks will, they believe, be sufficiently met by the proposed Electric Tramway service."

And they go on to remark that—

Para. 6.—"They understand your estimates will include the cost of the main line up to the Mazagon depôt," and

Para. 7.—"They understand also that you undertake complete financial responsibility for this portion of the undertaking," and

Para. 8.—"They propose accordingly to obtain sanction to estimates for the section of the main line south of Mazagon to be financed by them. These will embrace the acquisition of properties on the section through Mazagon and the complete system of delivery sidings at the Mazagon depôt as well as the sidings within the dock limits."

5. Considering that the proposed Mazagon depôt will be situated within a very short distance to the north of the docks, it is clear from the above that the desire of the Port Trustees is to stop the Harbour Branch line for all G. I. P. Railway purposes at Mazagon and that the only connection southwards should be by sidings for goods purposes only into the docks; and you in submitting the plans and estimates for the branch line have practically accepted this proposal. Under this arrangement the G. I. P. Railway will practically have two terminal goods depôts in Bombay; one being the present one at Wari Bunder, where much of the local traffic will be handled, and the other at Mazagon, which will be mainly devoted to goods traffic passing through the docks. The passenger traffic will not be affected by the branch line, as both long distance and suburban traffic will continue to use the Victoria Terminus; but as no passenger service is feasible through the Docks it is necessary to arrange that a proper access from the Victoria Terminus yard to the deep sea pier be constructed and worked by the G. I. P. Railway. Such a line is quite feasible, and the Board understand that the Port Trustees are in full accord with such an arrangement, as it will allow them to carry on the service in the docks without constant interference; and it will also secure the necessary and independent railway access to the deep sea pier,—a provision which will be required long before

the new dock is expected to be ready. This new pier will certainly be used from the very outset for the embarcation and debarcation of all ocean passenger traffic, and will also, no doubt, be used wholly by the Military Department for troop traffic. A proper and effective Railway connection with the pier is therefore obviously necessary ; and the connection should be of a permanent character as that traffic must increase rapidly.

6. Any such connection can only be made by passing through the compound of the St. George's Hospital. As a temporary measure a line with very sharp curves is feasible, without interfering with the main building, though several outbuildings would be cut off ; but a proper and permanent connection is only possible by the removal of the hospital to another site. Further, a new dock will certainly require more railway goods accommodation and sidings, and the hospital compound is the only position where such accommodation can be provided. The site of the hospital has never been a good one for that purpose, in fact, it would be difficult to find a worse ; and when the dock is built its position will be even more objectionable, as it will be exactly between a noisy railway terminus and a large and busy dock.

7. The Commission recommended that that part of the G. I. P. Railway yard at Wari Bunder, east of the Frere Road, should be handed over to the Port Trust, an equivalent of land and accessories being given to the Railway by the Port Trust elsewhere. By doing this the Commission thought that the present Frere Road could remain intact and that no overbridge would be required. But on further investigation this is impossible without causing even greater congestion of traffic along this main artery than at present exists. The new railway scheme must provide for a line of rails from the new branch into the present sidings at Wari Bunder for the due delivery and return of empty wagons ; the Port Trust will require a line to the sea front now to be given over to them ; the present connections between the G. I. P. goods yard and the dock must remain ; and the present tramway along the Frere Road will soon be worked by electric power and will certainly be extended by the Municipality through Mazagon when the Wari Bunder yard is slewed round. It is, therefore, quite clear that all these connections and lines cannot be maintained at the present level of the Frere Road ; consequently the overbridge project is an absolute necessity, and the Board agree that it should be carried out without delay. The Port Trust approach from the south is all arran-

ged for ; the land for the northern approach has been acquired by the Municipality, and it is understood that they are still very anxious to have the overbridge built ; and the Railway will now have to arrange for the middle portion. This part should not be quite so expensive as in the original proposal, as the lines to be crossed will be fewer.

It may also be remarked that the tramway service through Mazagon must pass within a few yards of the proposed G. I. P. Railway terminus at Mazagon, so the few suburban passengers, to whom the branch line will be a convenience, will be able to reach with ease and comfort any part of the business centres of Bombay.

8. To summarize the above, the Board accept the argument that—

(*a*) a Railway passenger service over the branch line south of Mazagon is not feasible and that, therefore, it will be better to stop that branch, so far as the G. I. P. Railway is concerned, at that point, and permit the Port Trust to extend the line south as a siding into their docks ;

(*b*) the construction of a deep sea pier renders it absolutely necessary that a proper and efficient permanent Railway connection between the Victoria Terminus yard and the pier should be provided without delay ;

(*c*) the connection mentioned above (*b*) cannot be properly constructed without removing the European General Hospital to another site ; and that

(*d*) the Frere Road overbridge must also be built.

That these works will be costly cannot be gainsaid, but the Board believe in the future progress of Bombay, and are confident that if they are not taken in hand at the present time the expansion of business and trade in Bombay will force them to be undertaken later on, and at greatly increased cost.

9. It may be argued that with the works contemplated by the Port Trustees at Mazagon, where the cotton and grain traffic are to be handled before going into the city or into the docks, more Railway sidings and appliances will not be required at Carnac Bunder, but it must be remembered that our present goods yard at Wari Bunder will be somewhat curtailed by the proposed transfer of land to and from the Port Trust, and all experience shews that when additional dock accommodation is provided, extra Railway accommodation close by must follow ; and as no other site is possible, the compound of the

Hospital is the only place which can be made available for that purpose.

10. Further it may be remarked that the Board are well aware that the new Harbour Branch into Bombay will not be very remunerative, notwithstanding the large goods traffic that will eventually pass over it, as the cost of working these terminal facilities will certainly not be less than 75 or 80 per cent. of the gross earnings; but owing to the peculiar formation of the promontory on which the city of Bombay stands the construction of this branch affords the only way in which the increasing trade of Bombay can be successfully dealt with, and the Board have consequently had to accept these costly arrangements. After the acquisition of the hospital site it will probably not be necessary to pull down the buildings for some time; they will certainly be allowed to stand until a new hospital has been provided and may possibly be used as Railway staff quarters and afford some temporary relief in that direction, as the housing of our staff at Victoria Terminus and Wari Bunder is, as you well know, a most difficult and anxious problem.

11. You will be good enough to place this letter before Government without delay, supplementing it with such further information and details as you may think will make the position clearer; and ask that the matter may be considered at an early date, as the Board feel certain that any delay now will only increase the cost. The question of the removal of the Hospital is one in which the Government of Bombay is of course largely interested, and the Board trust that they will look upon the matter in the same light as the Board have done. It is understood that the present hospital has cost about 12 or 14 lakhs of rupees, exclusive of land, but of course the Railway capital account will have to provide another equally efficient hospital elsewhere. This would doubtless be built on a more compact and commodious plan, and could probably be constructed at a cost of about 10 lakhs of rupees; but it will take (say) three years to build, so if anything can be arranged in this matter there is no time to be lost in carrying it out.—I am &c.,

J. I. BERRY, Secretary.

Note by the Chief Engineer, Public Works Department.

I am asked to explain more fully my ideas on the question of land requirements for Railways in Bombay and I can best do so by giving my ideas on the entire question of Railway location in Bombay.

In my opinion the narrow island of Bombay is getting dangerously congested from both sanitary and commercial points of view, and I think unless Government at once look forward and lay down some definite lines on which further extensions of Railways, Tramways, Mills, Workemen's houses, etc., should be permitted, there is great liability of mistakes being done that will be very costly to remedy in the future. The time is past when individual cases can be settled without referring to some general plan and, therefore, some defined policy is necessary in dealing with giving up land and permitting structural extensions as well as other buildings or sidings. So far as Railways are concerned, it would appear advisable that as far as passible Railway Stores, Workshops, Quarters for Staff, Police, etc., should be out of Bombay, say, north of Parel or Dadar; and that for any buildings that may be necessary in Bombay itself care should be taken to conserve space as much as possible and build more than single-storied erections.

Coming to the larger question of the future arrrangements for Railway facilities in Bombay it would appear the time must come, if it has not already arrived, when all questions of competition between the two Bombay Railways should cease so far as working within Bombay City limits is concerned : and *one control* for the working of both lines south of point of junction established with one Central terminal passenger station and separate goods depôts ; for trade for local consumption, and for export and import ; with such arrangements as may be necessary for small stations to meet local and suburban *passenger* traffic.

The Victoria Terminus with easy and efficient connection with the new Docks naturally would be the Central Terminal Station of Bombay for all distant traffic, and all Mail and Mixed or long distance passenger trains from both Bombay, Baroda and Great Indian Peninsula Railways might arrive and depart from there. The foreign export and import Goods Depôt for both Railways must naturally be near the Docks, and all goods for "foreign" should, if *possible*, go direct into the Docks and alongside Steamers ; but if such an out-of-date and "tax on trade" institution as a cotton green or goods mart where goods must break bulk and be burdened with cost of a transhipment, be still necessary there is no doubt that the existing site of the "Colaba Cotton Green" is not the proper place and that it should be located somewhere between the point where the two Railways join

(Dadar) and the Docks, and such a site has already, I believe, been selected by the Port Trust in their new Dock Scheme. All inward goods for *local consumption* and local goods for up-country despatch of *both Railways* should be kept away from the Docks and not hamper the latter's legitimate work by blocking up space, and might be worked from a separate Goods Depôt which, possibly, might well be fixed at Grant Road by taking up a good, large tract of land extending from Grant Road north as far as Mahaluxmi Station, or further if necessary. This site would be well situated for local trade, being near the Mills and City and yet well away from the Docks and shipping.

If local and foreign goods trade can be separately arranged for and a Central Terminus for up-country passenger traffic fixed, we have only the local passenger traffic to deal with, but this is a large traffic already and must be expected to increase in the future. The best way to deal with it in the case of the Bombay, Baroda and Central India Railway might be to adapt the line for electric working for local traffic from, say, Bandra to Church Gate, and establish a service every 10 minutes or such time as may be necessary. This service, in my opinion, need not go beyond Church Gate Street Station and I, therefore, think the Bombay, Baroda and Central India Railway should *end there* and their line and sidings, Station, etc., at Colaba all be given up.

The narrow strip of Colaba, populated principally with Military, cannot demand or justify a big terminal Station at Colaba, while the Cotton Green as a goods terminus is entirely out of date and now a ridiculous arrangement—when export cotton is carried 2 or 3 miles beyond its immediate destination to be unloaded, reloaded up in country carts and carried back to the Docks through some of the principal streets of the City. When the Cotton Green was established there was good reason for it. Cotton was but little full-pressed up-country and used to come to Bombay in ½ and ¾ pressed bales and a number of full presses were erected at Colaba and warehouses built: and the cotton was received, sampled and full-pressed there and immediately loaded into lighters from the Basins on the harbour side for shipment into vessels lying in the Stream. All this is now a thing of the past, and even if some full presses and warehouses remain at Colaba the sooner the first are removed and the latter turned into residential quarters the better.

The above gives briefly my general ideas and I am sure some arrangements on the lines I have suggested are *possible*, if the whole matter be treated in a large-minded and liberal way. I further think that the arrangements could be carried out, not only without loss but rather gain, to the two Railways concerned. A great deal of detail would require working out and many conservative ideas and almost vested customs broken through, but all, I believe, to be within the range of practical politics if approached in the proper spirit. I have not attempted to enter on the question of the Great Indian Peninsula suburban traffic, as probably it can all be arranged for at the Victoria Terminus and without very great extension beyond perhaps some extra sidings and platforms.

Coming now to the immediate matter of this case, the grant of some land in the old Gun Carriage Factory at Colaba to the Bombay, Baroda and Central India Railway, I think the land may be given for *temporary* use. The Bombay, Baroda and Central India Railway have rightly or wrongly established a depôt of their stores here, and land all their coal and English stores here, and until they can get some other place it is necessary to allow them to continue their depôt and give all necessary facilities for it. With the advent of the New Docks, I think the two Railways should have space in them allotted for their stores and coal landing, but till this comes, other arrangements must continue and can do so : but I think all land should be given up on *temporary* tenure and on the promise that erections on it should all be of a description easy of removal.

If my idea of the Bombay, Baroda and Central India giving up the Colaba Station and ending their passenger traffic at Church Gate should by any chance come to early fruition, a single line of rails might as a temporary measure still be left running from Church Gate Street Station to Colaba *Gun Carriage Yard* to be used at night for Railway store purposes only. This line could be kept well away by the sea-face and a level-crossing given where the present Wodehouse Bridge stands, the latter being demolished with its approach banks, to give level open spaces for building sites.

W. H. WHITE,

Chief Engineer, Public Works Department.

1st June 1904.

Note by the Consulting Engineer for Railways, Bombay.

Two sets of proposals are before me in connection with the development and reorganization of Railways in the Bombay island. The first emanates from the Great Indian Peninsula Railway Board and amounts to the acceptance by them of the necessity for an overbridge to take the Frere Road over Wadi Bunder Yard, and to the addition to the Harbour Line scheme of a railway connection between the new Deep Sea Pier about to be built by the Port Trust, and the existing main line.

The second set of proposals comes from the Secretary, Public Works Department, Bombay. It deals with both the Great Indian Peninsula and Bombay, Baroda and Central India Railways and makes suggestions for a radical reorganization of the arrangement of both Railways in the island, principally it seems with a view to remedy as much as possible the present congestion in the island and to avoid further congestion in the future.

2. The two sets of proposals being largely inter-dependent should be considered together, and now when important improvements in the Docks and their railway connections are about to be commenced is obviously the proper time for reviewing the whole railway situation in Bombay and endeavouring to arrive at the real needs of the trade and the public, with a view to forming an opinion as to how far the altered conditions brought about by the new Harbour Line and the enlargement of the Docks, demand or will allow of improvements in the existing railway facilities and as to the shape the alterations should take in order to meet public requirements.

Taking first the concrete proposals of the Great Indian Peninsula Railway.

3. **The Harbour Line.**—All the main points at issue between the Port Trust and the Railway Company have now been settled and the necessary exchange of lands is under negotiation, in regard to which no difficulties are anticipated. The general scheme has received the approval of the Commission appointed in 1899 by the Government of India to investigate it on the spot and as soon as the final estimate is received and sanctioned by the Government of India the necessary funds for the construction of the line will be entered in the Railway budget. The only point to which it seems necessary to draw special attention is the fact that all rail-borne passenger traffic is to stop at the Mazgaon (or Tank Bunder) Transfer sidings.

4. Extension of the passenger line from the Great Indian Peninsula Railway existing main line to the new Deep Sea Pier.—(I). There can, I think, be no two opinions regarding the necessity for placing the new deep sea pier in direct railway communication. The pier and the reclamation of the large area behind it are about to be commenced and are expected to be ready for use within the next four years. Whatever the opinions as to the extent to which it will be used for direct embarkation from trains or for direct entraining from ships, and the areas required at the pier or elsewhere for the passenger service necessary, it is certain that it will be used to some—and in my own opinion a rapidly increasing extent—by ordinary sea-going passengers, while for purposes of military transport its convenience is so obvious that its fullest use for that purpose may safely be predicted.

(II) And the correctness of the opinion expressed long ago by the Port Trust regarding the serious objections to the conduct of a regular passenger service over the Trust portion of the new Harbour Line will also, I think, not be questioned. The G. I. P. R. having now accepted this view it only remains to provide passenger access to the Deep Sea Pier by the best route independent of the Harbour Line that can be found. This must necessarily take off from the G. I. P. main line and a glance at the map will show that the take-off must be at some point south of the Carnac Bridge. North of this point therefore no investigation is required.

(III) The following are the main questions affecting the desired connection that require to be investigated:—

(*a*) Is any additional *goods accommodation* required at either Victoria Terminus or Carnac Bunder in consequence of the enlargement of the Docks?

(*b*) What additional accommodation west of Frere Road is likely to be required *for passenger traffic only*, in connection with the railway branch to the Deep Sea Pier?

(*c*) What alternatives to the alignments proposed by the Great Indian Peninsula Railway are *prima facie* feasible and which of these must be rejected on practical considerations?

(*d*) What are the comparative merits of the alignments left open for discussion, and how do they compare in cost?

(IV) *Question* (*a*). The G. I. P. R. Board represent that with the advent of the Harbour Line their Railway will have practically two terminal goods depôts in Bombay—instead of one as at present—*viz.*, Wadi Bunder for local goods and Mazagon for goods passing through the Docks. The passenger traffic however, they note, will not be affected (*i.e.*, either increased or relieved) by the Harbour Line, and no passenger service being feasible through the Docks they consider it necessary to arrange for one to the Deep Sea Pier by a branch line worked by the G. I. P. leaving the Victoria Teminus yard and passing through the compound of St. George's Hospital. So far this statement may be accepted with a reservation for the present regarding the alignment of the branch.

(V) But in paragraph 9 the Board suggest that in spite of the relief afforded to existing Railway goods depôts by the handling of cotton and grain at the Mazagon yard of the Harbour Line, additional goods accommodation will be required in the Railway yard west of the Frere Road and they state that the compound of the hospital is the only place that can be made available for the purpose.

The reasons given for this opinion are that :—

(*a*) All experience shows that when additional Dock accommodation is provided, extra railway accommodation close by must follow.

(*b*) The present goods yard at Wadi Bunder will be somewhat curtailed by the proposed transfer of land to and from the Port Trust.

The inference is that some compensating area in Victoria Terminus yard close to the Docks is therefore necessary.

(VI) Now as more than once pointed out in the evidence before the Harbour Line Commission, the projecting of that railway was an essential work in connection with the extension of the Docks. The Railway in fact was to be the complement of that extension ; providing "*close by*" the extra railway accommodation—with room for expansion—that the Docks and their extensions would require. At Mazagon over 700,000 square yards are to be made available for dealing with the traffic by the Harbour Line, and after deducting the 161,000 yards occupied by the Cotton Green at Colaba and required for the same purpose at Tank Bunder, and the space at present occupied by the cotton sidings at Colaba, some 450,000 square

yards (or about 93 acres) of purely additional goods accommodation in close and direct connection with the Docks will be provided, and the G. I. P. estimate that the main line stations will be relieved by diversion to the Harbour Line to the following extent :—

Grain seeds and myrabolams	50 per cent.
Gunnies	,,
Piece-goods	,,
Metals	,,
Railway materials	All.
Kerosine-oil	66 per cent.
Coal	All.
Manganese ore	,,
Sundries	10 per cent.
Cotton	66 ,,

A total relief approximating to about 50 per cent. of the entire Bombay traffic and the B. B. & C. I. Railway must necessarily be relieved to a considerable extent, though on account of cotton and railway material being dealt with at Colaba the relief at Carnac Bridge will probably be less than at Victoria Terminus and Wadi Bunder.

(VII) As to the present goods yard at Wadi Bunder being curtailed by the land exchange to be made with the Port Trust, the greater part of the land given up by the G. I. P. to the east of the Frere Road at Wadi Bunder forms their Railway storeyard and is not available for public traffic. In exchange for this they are to receive 127,500 square yards above Tank Bunder. The part of Wadi Bunder east of Frere Road used for public traffic measures about 32,000 square yards, whereas the land to be received from the Port Trust for addition to the existing public traffic yard west of the Frere Road measures 76,578 square yards, to which, in accordance with the recommendation of the Land Committee of 1903, it is proposed to add another area measuring some 30,000 square yards for the widening of the entrance to the yard. Not only therefore is the Wadi Bunder yard increased in area instead of curtailed, but the additional land to be added to the yard is so situated as to allow a fuller use being made of the new yard than is possible in the existing one.

(VIII) Further, the acquisition of an area of about 96,000 square yards at Byculla, of which some 78,000 square yards will be utilised for a goods depôt, has just been sanctioned by the Government of India ; so that while the goods traffic at the main line stations is

likely to be reduced by about one-half, the accommodation for it will be very considerably increased and it would therefore seem that full provision has been made for the extra Railway goods accommodation necessitated by the Dock extensions and that any trade necessity for increasing such accommodation in the Victoria Terminus yard is not apparent. If when the Docks and Harbour Line are completed, further Railway goods accommodation should be found necessary, the anticipated diversion of so large a proportion of the traffic of both Railways to the Dock line and the progressive development of the country to the east of that line, which will be referred to in the sequel, would seem to point to that accommodation being required on the Harbour Railway rather than on the existing main lines.

(IX) *Question* (*b*). As to how much additional accommodation west of Frere Road will be necessary in connection with a purely passenger branch to the Deep Sea Pier, I can only repeat the opinion I have already expressed at the meetings of the Docks Committee of the Port Trust in March last, *viz.*, that it is not possible to foresee now what space future Railway development may require and that the Ballard pier reclamation—the obvious site for dealing as completely as possible with the passenger traffic at the Deep Sea Pier—should be left entirely unhypothecated until all-concerned are in a better position to judge of the space that will be required for Railway terminal facilities there. Railway Managers, who are in the best position to speak on the point, find that under present-day conditions the heaviest trains for homeward-bound steamers are not on the day of the outgoing mail but on the day or two preceding its departure, the accepted explanation being that the majority of passengers prefer to have at least one day in Bombay in which to transact business with their Agents, etc., etc., and for presumably similar reasons a large percentage of the arrivals from Europe do not proceed at once to their destination up-country. The want of proper terminal facilities however must in my opinion be an important factor in the present disinclination for direct travel to and from ocean steamers ; when every convenience is provided it is difficult to believe that large numbers will not prefer to travel straight between steamer and rail, and the Military will certainly wish to make the fullest possible use of the means offered for direct transport. The present area of the Ballard Pier reclamation that could be made available for a passenger terminal with its attendant conveniences is about 200,000 square

yards, a space nearly equal to the area of the present Carnac Bridge goods yard and to the entire Victoria Terminus yard—goods and passenger—and about three times as large as the St. George's Hospital compound, and if judiciously laid out this area should, it seems, be ample for all terminal passenger requirements provided space can be found in the present Railway yards west of Frere Road for the stabling of spare stock, cleaning, watering, &c., of coaches in connection with the terminal service. No very considerable space should be required for these purposes, and it is better not to encumber the valuable pier site with such arrangements if it can be avoided.

(X) The precise arrangements for passenger traffic, which in view of the reclamation area possibly not being available for the purpose, the Agent contemplates making on St. George's Hospital site in addition to the goods traffic facilities which the Board by their paragraph 9 seem to consider should be dealt with on this ground, are not detailed in his letter, but I conclude that he intends them to comprise only services of the nature I have just named. In my opinion no arrangements west of the Frere Road on a site about one-third the size of the Ballard Pier reclamation, and separated from the pier terminal by valuable Port Trust property and a busy thoroughfare necessitating the minimum possible of connecting lines and shunting, can be regarded as an adequate substitute for self-contained terminal facilities at the pier or as any other than merely supplementary to complete arrangements there, and, as I have said, it is I think indispensable that the pier reclamation should be reserved exclusively for Railway terminal purposes and connected uses until actual experience shall show how much of the area may be otherwise employed. To the best of my belief this is the intention of the Port Trust and I have no reason to think that there will be any difficulty in making suitable arrangements.

(XI) *Question* (*c*). So far then the conclusion arrived at is that there is no apparent necessity for increasing the accommodation for goods traffic in the Victoria Terminus yard in consequence of the Dock extension, but that some slight additions for passenger traffic in connection with the pier terminal may possibly be necessary west of the Frere Road, *i.e.*, either in the Victoria Terminus yard or in the adjacent Carnac Bridge goods yard of the B. B. & C. I. The next point to consider therefore before discussing alignments alternative to those proposed by the Agent of the G. I. P. is whether any portion

of the goods yards of either Railway can be given up to supplement the pier terminal passenger arrangements. I will first take the B. B. & C. I. yard. It is some three times larger than the G. I. P. goods yard and in other respects is very similarly situated. Both yards are suitably placed for the trade close by the new Docks, both serve a considerable traffic long accustomed to the locality, and both will experience relief when the Harbour Line is in working order—the B. B. & C. I. yard however probably in less degree than the G. I. P. yard. If either is to be abandoned therefore or can be curtailed it would seem that the larger should be the one to be operated on. It has before now been suggested that on the completion of the Harbour Line, Carnac Bridge might be abandoned as a goods yard and I have given the suggestion particular consideration in connection with the present reference. A very large traffic both inwards and outwards is done at this yard and even after deducting over 40 per cent. on account of staples that are to be diverted to the Harbour Line I find some 80,000 tons were dealt with here during the first half of 1903. The yard moreover is so favourably situated for some trades—notably hardware and piece-goods—that merchants are willing to bear an additional charge of one anna per maund on long up-country despatches from Carnac Bridge. It may be argued that if trades so considerable as cotton and grain can move miles away to a new centre it is reasonable to expect that lesser trades will follow their example, but the inducement offered must be something more tangible than motives of pure philanthropy. Cotton and grain are moving to Mazagon under the inducement of a considerable prospective saving in freight charges ; it seems more than doubtful if a move of Carnac Bridge traffic to Wadi Bunder or Byculla would have any effect save to *increase* freight charges, but it is hardly necessary to wait for certain information on this point, for it will at any rate be conceded that to altogether displace a goods yard from a position which past experience has shown to be most suitable to certain trades at the precise time that its convenience for all is to be increased by the construction of an extensive Dock alongside of it, is a step which could only be justified by overwhelming considerations of public interest, or by benefits to the trade in general unmistakably out-balancing present advantages to any particular callings.

(XII) With these prefatory remarks I will first discuss the only alternative alignment to the north of St. George's Hospital which

appears to me to have any *prima facie* claim to consideration. I will call it the Carnac Bridge route: it is shown on Consulting Engineer's plan No. 5780—A, together with the two alignments proposed by the G. I. P.; the two latter are in red, the northern alternative is in heavy black line-and-dot and may be described as follows:—

Leaving the G. I. P. main line at about 300 feet south of the Carnac Bridge it runs in a practically straight line to the extreme north-east of St. George's Hospital compound, thus cutting the parallelogram of Carnac Bridge goods yard into two approximately right-angled triangles. It merely touches the corner of the hospital compound and crossing the Frere Road on the skew it traverses diagonally Alibag, Bankote, Chiploon, Rajapoor and Malwan streets and the 4 Port Trust blocks between them and then goes through the Shell Company's Bulk Oil Installation and may reach the pier head either by the Agent's alternative alignment or by the line marked in blue.

(XIII) The apparent advantages of this route may be stated as follows:—

(*a*) It has easy curvature.

(*b*) It traverses only the extreme corner of the Hospital compound for 150 feet and this should cause so little inconvenience to that establishment that the encroachment could hardly constitute a claim for its acquisition.

(*c*) It allows of the Carnac Bridge yard being utilized in whole or in part, for supplementary arrangements to the passenger terminal, the whole being available for that purpose if the yard is to be abandoned and the south-west half giving what should be a sufficient area for the purpose if the other half is to be retained as a local goods yard. The Carnac Bridge yard, it should be remembered, will, long before the connection with the pier is required, be the property of Government, who will therefore be in a position to distribute it as they please.

The impracticablity of this route will be realized when we come to consider the chronological order in which the various works in connection with the Docks and Harbour Line are likely to be undertaken. Meanwhile I may point out that the advantage claimed for it under (*c*) above is more than questionable. If Carnac Bridge yard can be

entirely abandoned, the division made by the proposed alignment—or any other that would spare the Hospital—cuts up a large and well shaped space into two comparatively futile plots and renders the laying out of any alternative arrangements on the site difficult and unsatisfactory; while if it is decided that the north-east portion is sufficient in area for a local goods yard, the shape and lie of this portion with regard to the main line are such as to render local goods work practically unworkable for any but an amount of traffic so inconsiderable as not to justify the retention of a separate yard at all. A further disadvantage is that the route passes through a maximum amount of Port Trust property east of the Frere Road and—putting aside the question of the consequent enhanced cost to the Railway—thereby proportionately reduces the earning power of the Port Trust. It also cuts across no less than 6 roads connecting Frere Road with the Docks.

(XIV) I believe I am correct in assuming it probable that the reclamation works at the Mazgaon transfer sidings, Railway store yard and Cotton Green on the Harbour Line will not for financial and other practical reasons be commenced within the next 4 years or so, *i.e.*, until after all the Dock dams and pier works are completed. That the new G. I. P. store yard with its approaches and the entire space to be covered by the grain, transfer, and cotton sidings must be the first to be taken in hand seems obvious since the Railway Company cannot move out of their Frere basin at Wadi Bunder until they get a yard elsewhere and similarly grain and cotton cannot move to their new quarters until lines and general accommodation are ready there for handling them. From a consideration of the "quantities" in these reclamations and the means and plant at the disposal of the Port Trust, I do not think I can be far wrong in estimating that two years may be allowed for these works and two years more for the Cotton Green to be made ready, and there is plenty of evidence attached to the report of the Harbour Line Commission to show that there is considerable doubt regarding the simultaneous wholesale move of cotton from Colaba even when the new arrangements at Tank Bunder are ready for its reception. I think therefore it is safe to estimate that it will be 9 or possibly even 10 years before cotton moves *en bloc* from Colaba and 7 years at least before full relief is given to the main line stations of the G. I. P. and B. B. & C. I Railways in respect of their grain and principal staples which

it is intended should be dealt with on the Harbour Line ; for it must be borne in mind that the trade cannot be compelled to move to Tank Bunder, in recognition of which fact and of the possibly considerable time that may elapse before the entire move is effected, it has been decided only to give shed and other accommodation at the Transfer sidings tentatively and as called for by the trade.

(XV) Meanwhile however the completion of the Deep Sea Pier and reclamation ready for full use may be reckoned on *within the next 4 years* and the alternative alignment as I have suggested is therefore impracticable for the simple reason that even were it decided to abandon or curtail the Carnac Bridge yard, it certainly cannot be touched until it is relieved by the Harbour Line, and during the 3 years or more that this relief is awaited, it is equally certain that the pier cannot be left without Railway connection. Nor will this alignment serve as a means of gaining temporary access to the pier, for, apart from the great cost of the overhead Railway that would be required in order not to disturb the traffic of the yard, the requisite headway is not obtainable.

And it is important that whatever means of access may be adopted temporarily should fall in with the final and permanent arrangements decided on at the pier and reclamation, and at any rate approximately if not actually coincide with the ultimate final alignment through Port Trust property ; otherwise the expense and inconvenience of rearrangement at the Terminus and of acquisition of Port Trust works and re-construction of the connection are likely to out-balance all economics in first cost. The Carnac Bridge route must therefore be rejected. It is impracticable for obtaining temporary access to the pier, it would entail considerable additional expense if resorted to, at some later period—temporary access by some other route being given meanwhile—and if resorted to finally under these adverse conditions it has no advantage to offer to the public in exchange for the complete ruin of a most useful goods yard.

(XVI) On the same plan—Consulting Engineer's No. 5780-A—I have repeated the two alignments proposed by the Agent and added in blue line a suggested alternative. I will first take the Agent's red line route which I have marked No. 1. It will be seen that this line cuts the extreme south-west angle of the Hospital property and that were it not for the sidings which he places in the compound here and the

necessity for shifting the B. B. & C. I. shunting neck to the east of the Hospital (as shown in yellow lines) occasioned by its present position being crossed by the proposed G. I. P. alignment, the access of nuisance caused by the addition of a running line on the alignment proposed could hardly be considered sufficient to compel acquisition of the entire Hospital property, since the additional line is no nearer to the main buildings than is the B. B. & C. I. neck on which all the shunting connected with their Carnac Bridge goods yard is done and not so near to the Hospital establishment quarters as this shunting neck which though it runs within a few feet of these buildings has yet been suffered for years by the inmates. But in addition to a disablement of the Hospital premises by the shifting of the B. B. & C. I. shunting neck out of all proportion to the advantage obtained for the branch alignment by the frontal encroachment on the property, this alignment has other drawbacks. It traverses for some 200 feet the new road just constructed in front of the General Post Office site lately acquired and it divides the pier reclamation in a manner which appears to be wasteful of the capacity of that area. These drawbacks are I think absent from the blue line alignment which I have suggested and which it seems to me can *prima facie* lay claim to the following advantages:—

(*a*) It obviates the necessity for shifting the B. B. & C. I. shunting neck to the back of the Hospital and beyond crossing the approach road to that establishment just as both the Agent's alignments do, puts it to no more inconvenience than at present exists and has existed for years.

(*b*) By taking up Malwan street and the northern half of the Port Trust block between that street and Vingoorla street, two or more sidings 1,200 feet in length and parallel to the Dock berth which I understand it is proposed to reserve for the military can be laid in, and military sheds if required could be very conveniently placed on the remaining half of this Port Trust block (available space about 650′ × 70′). Sweeping away from the military berth along the dry dock to the ordinary passenger terminal at the pier head, the alignment allows of the military transport work and the ordinary passenger traffic being conveniently dealt with directly off the main line each at its own berth with sidings

connecting the two which should facilitate the handling and interchange of stock.

(*c*) It also permits of the fullest use being made of the reclamation area as it concentrates Railway sidings along the edges of the reclamation and leaves the large central area available for buildings, etc., connected with the passenger service. If the sweep to the pier head runs too close to the dry dock and more space is required between it and the Railway lines, the blue alignment can fall back to any position such as that shown in the Agent's alternative line without affecting its other advantages.

(*d*) It enters Victoria Terminus, not as do both, the Agent's alignments, separated from the passenger station by the goods yard, but alongside the present passenger station with the existing departure road between the present and future passenger lines and available for both so that there will be no necessity for dividing through trains to Bombay from upcountry into "Victoria Terminus" and "Ballard Pier." All trains can stop at Victoria Terminus, where all those not intending to pass to the pier head can alight with the same convenience as at present and similarly all 'down' through trains can be made up at the Pier Terminus, those wishing to entrain at Victoria Terminus being able to do so as conveniently as at present.

(XVII) It will, however, be noticed that this alignment not only reduces the present accommodation in the Victoria Terminus goods yard but it cuts off that yard from access by road save by a level crossing. In view, however, of the trains to and from the Pier Terminus being confined exclusively to "Passengers" this last is a slight disability in comparison with the many similar obstructions which exists in far busier places in Bombay, and, if necessary, it can be easily relieved by giving access to the goods yard from Frere Road by a new road alongside the branch line through the end of the Hospital compound or possibly by an overbridge from the south-west corner of the G. I. P. yard.

It has been stated above that to displace goods yards so well situated as Carnac Bridge and Victoria Terminus at the precise time when the provision of additional Dock accommodation close to them will increase

their usefulness could only be justified by benefits accruing to the public markedly over-balancing all present advantages to particular branches of the trade. No such prospective benefit has been shown, and I may say at once that after the fullest consideration, I do not believe it can be shown, and I feel sure that if the trade were consulted, they would agree with me in dismissing any such idea from the discussion at this stage. In view, however, of the fact that ultimately, say in 7 years' time, such a large percentage of the united traffic of these yards may be expected to be diverted to the Harbour Line, it does not seem unreasonable to suggest that either the two yards – one of which we know is not fully occupied for a large portion of the year—should be combined after the B. B. & C. I. contract terminates at the end of next year, or that a redistribution of the two properties should then be made which will compensate the Victoria Terminus yard for the cession of such area as may be found necessary for supplementing the terminal passenger service. The space that will be required is not likely to be so much as to incapacitate the traffic of the goods yards if the combination or redistribution is made judiciously, and if subsequently it is found that more space is really required, it will then be time enough to consider its acquisition.

(XVIII) The endeavour then should be to re-arrange the two goods yards in the first instance in a manner which will—

(i) leave their present capacity practically undiminished,

(ii) give all the passenger accommodation that is likely to be needed for some years at any rate to supplement the pier terminal,

(iii) allow of extension either to goods or passenger accommodation—when experience proves it to be essential—being effected with the least possible disturbance of working conditions.

I dismiss the combination of the two yards as offering fewer advantages to the trade than a system of competing facilities under independent control, and on Consulting Engineer's plan No. 5780-A, I have suggested a re-distribution of the areas of the two goods yards and a reconstruction in connection with my proposed alternative alignment which seem to me to merit careful consideration. The advantages as they appear to me of this alignment (shown in blue lines) direct from the Victoria Terminus passenger station to the pier head I have just

described. The re-construction of the yards, which I now suggest, contemplates placing the passenger entrance from the pier head *permanently* alongside the Victoria Terminus road exit and keeping the G. I. P. goods yard entirely to the east, *i.e.*, between the passenger lines and the Frere Road. The space that might be devoted to the passenger service, I have shown coloured lake and the re-constructed G. I. P. goods yard coloured green. Practically no space is taken from the Carnac Bridge yard while the G. I. P. yard is, if anything, slightly increased, in spite of space being found for a considerable number of passenger sidings, quite sufficient at any rate to supplement the pier service for some years to come. The advantage of this arrangement is that it allows of passenger and goods traffic being conducted from the very commencement of the terminal service in what appears to be the most suitable positions and on land already in possession, and that it avoids the disturbance of any part of the new connection and involves the least possible disturbance of working arrangements should extension be found necessary in the future. If and when that day comes, the acquisition of St. George's Hospital may be unavoidable, or on the other hand experience of the Harbour Line may show that any required extension can be better provided elsewhere (see however paragraph 16 below); in the meanwhile, however, there is at any rate a workable plan which can be laid out at any time in entire independence of any uncertainties such as the time by which St. George's Hospital site will be available.

(XIX) Another plan would be to acquire the area including the Native Infantry Lines plot, the Salvation Army barrack and the Municipal Stores—which has already been recommended for Railway purposes by the Land Committee—and utilise the combined plots for a new local goods yard, served from the Market Road; staff quarters being placed on the re-entering angle. The acquisition of this plot for any Railway purposes is, however, extremely uncertain in view of the number of claimants to it—a condition from which I understand the Hospital property is free—and it is useless discussing the merits or demerits of any alternative arrangements that could be made here until it is known whether the site will be available or not. The cost of the site moreover would probably not fall far short of the Hospital property, and the plot would be more suitable for local and suburban passenger service (see paragraph 16 below) than for a goods yard.

(XX) The Agent's "alternative alignment," which I have marked No. 2 on plan 5780-A, must make the acquisition of the Hospital a practical necessity; it also takes some 300 feet off the B. B. & C. I. shunting neck in its compulsory new position. Could it be *proved* now at once that want of room will make it absolutely essential to acquire the Hospital property, I would still prefer my blue line alignment for the reasons already stated, and for those reasons as well as with a view to making the best use of the Hospital premises, I would still reconstruct the yard if possible in the first instance as shown on plan No. 5780-A, keeping the new passenger arrangements (lake) alongside the Victoria Terminus passenger station and extending the goods yard (green) to the east and north. The B. B. & C. I. shunting neck would then go to the back of the Hospital land, and I would use every endeavour to retain the main buildings of the Hospital and its pleasant grounds for staff quarters if the expense involved in adapting them to the purpose did not prove too considerable. The long lofty rooms and continuous verandahs, and most of all the concentrated arrangements for lavatories and latrines suitable for a Hospital can only be converted to domestic purposes at considerable cost, as an inspection of the buildings will readily show.

(XXI) I have no other alternatives to suggest within the Railway yards, and I come to the alignments outside Railway premises that appear to me to have *prima facie* claims to consideration. I have shown them on plan No. 5780-B, but before discussing them a few remarks are necessary in explanation of the altered shape of the pier and reclamation area shown in dotted black lines both on this plan and on plan 5780-A. This altered shape in no way affects the alignments which have so far been considered. I have, therefore, refrained from complicating the discussion by the introduction of a new element until unavoidable.

Some doubts have, I understand, lately been raised as to the safety of allowing vessels to enter or pass from the Docks while others are lying at the Deep Sea Pier, and in consequence a modification of its design will probably be required which may possibly take a shape along the sea face somewhat as indicated by dotted lines. If the design is altered in this way and the land side of the pier is built to a curve as shown, it will allow of a broad-gauge Railway line being run along the present Ballard Pier out to the new pier head, and in that case an alignment from the Victoria Terminus station as shown in a heavy

black chain line on plan 5780-B might be feasible. Whether it is so will depend principally upon Government being willing to allow the Railway to cross the General Post Office compound. So far I understand no work beyond clearing the site has been sanctioned and the estimates have yet to be approved. If the projected arrangements on the site can be modified so as to allow of its being crossed by the Railway in either of the positions shown in plan, there are yet the following drawbacks to be considered. The line will cross four public roads in all, and the Tramway lines also will be crossed three times—or four when the Tram runs eventually to the pier head as it will probably do. If these level-crossings are not objected to and the western alignment inside the G. I. P. yard is taken, it will, so far as that yard is concerned, practically correspond with the alignment advocated in plan 5760-A with the additional advantage, however, that access from the Frere Road to the goods yard is not cut off, and that the connection with the pier is quite remote from St. George's Hospital. It then only remains to consider the cost of acquiring the necessary land for the connection and whether suitable Railway arrangements at the pier can be laid out.

(XXII) From what I can learn there should be no difficulty in acquiring the land and obtaining the greater part of it at a reasonable cost. The strip coloured brown along the west side of Mint Road belongs, I understand, to the Municipality and so far as it is built over at all is occupied principally by single storied buildings of no great apparent value, only the large and lofty buildings at the corner south of the General Post Office compound would appear to be costly, and for these no doubt very heavy compensation would be demanded. The rest of the land required is either Port Trust property or in possession of the Government Mint. Of the former all is vacant land save where two lofty buildings stand at the corner cut by the Railway. These buildings, I understand, are on 50 years' lease with 30 years or so to run and would have to be acquired with probably heavy compensation. The land needed in the mint compound is all vacant. It may, I think, be taken that the acquisition of the land for this alignment will perhaps be somewhat less costly than the entire Hospital site, but will be many times more costly than the strip of land from the Victoria Terminus to the reclamation required for the blue alignment shown in plan 5780-A.

(XXIII) As to the suitability of the Railway arrangements that can be made at the pier head; no such arrangements are possible unless

the Port Trust incur considerable expenditure in curving the land side of the pier as shown on the plans in dotted line, and direct access to the military berth—supposing it is decided to place it where shown on the plans—will only be possible either by a semi-circular approach of 850 feet radius or by a back shunt from the passenger terminal at the pier. The first occupies too much valuable space and is otherwise not to be recommended and the second is far too cumbersome a process to be satisfactory. On these grounds and on account of the large additional cost thrown upon the Railway and the Port Trust by this alignment, I think it cannot stand comparison with routes confined to Victoria Terminus yard, and when to the disadvantages of cost and unsuitable terminal arrangements are added the inconvenience caused by the numerous road and Tramway crossings and the severance of the site just acquired for the General Post Office, I think the consensus of opinion will be that it must be finally rejected.

I have considered the same alignment freed from the inconvenience of level-crossings by carrying the Railway overhead. This necessarily will add enormously to the cost and moreover not only will an overhead line in the G. I. P. yard make the convenience of passengers which is secured by the blue line in plan 5780-A, a matter of extreme difficulty if not quite impossible, but allowing a headway of 16 feet over the streets crossed, it would not be possible to reach the pier save by a gradient of about 1 in 80 running down to the reclamation level at about 1,600 feet from the pier head. All the military transport arrangements, therefore, would have to be conducted on a back shunt over the passenger station lines, and the entire arrangements at the terminal would be so hampered by the graded approach as to be unsatisfactory in the last degree. It occurred to me that possibly the convenience of ocean-going steamers might be better served by the pier and reclamation being raised a few feet, in which case the reclamation level could be reached earlier, but a consideration of the average freeboard of vessels and the variations in sea level between extreme high and low water lead me to think that no advantage would be secured by the considerable expenditure involved in raising the level of the pier and the reclamation. An overhead line therefore to the pier on any alignment by way of Ballard road is in my opinion even less to be recommended than the similar alignment on the level which I have rejected.

(XXIV) One more route which I have shown in alternative on plan 5780-B by solid and dotted green lines will, I think, exhaust the question

of alternative alignments. Any alignment between the two green lines (the dotted green is probably the best) has the same advantages as regards the arrangements in Victoria Terminus yard as those claimed for the blue line in plan 5780-A, and would seem to serve both the Military and Passenger service at the pier equally well though with slightly less economy of the reclamation area. It would also have the additional advantages of causing no interference whatever with the Hospital premises, of leaving access open between Frere Road and the goods yard and possibly the outwards goods shed would not require to be removed. But it depends entirely upon the willingness of Government to give up the site lately acquired for the General Post Office. If this can be done it is probably a better alignment than that shown in blue lines on plan 5780-A.

(XXV) *Question* (*d*).—The only alignments therefore that in my opinion hold the field for discussion are—

(i) The one I have marked blue in plan 5780-A, the apparent merits of which I have already described.

(ii) Some alignment between the green lines in plan 5780-B, (the dotted line for preference) which if Government are prepared to consider at all should be discussed on the same lines as No. (i) above, and

(iii) Any alternative which necessitates the entire and early acquisition of the St. George's Hospital such for instance as the alignment which the Agent has shown in dotted red on the plan.

(XXVI) And for the following reasons I do not think the third alternative should be discussed until the first two have been most thoroughly considered and proved to be impracticable or inadequate. The statement has been made in this note that whatever alignment is selected for temporary access to the pier should fit in with the final and permanent arrangement decided on at the pier and at any rate approximately, if not actually, coincide with the ultimate final alignment through Port Trust property, and it is a statement which has a very important bearing upon the question of adopting any route which necessitates the acquisition of the Hospital property. If I am right in thinking that the blue line arrangements at the pier head shown in plan 5780-A are best suited to the military and ordinary passenger service and will most economise the space on the reclamation, then the blue line connection

(or green line in plan 5780-B) through Port Trust property is obviously more advantageous and less costly than any line involving the acquisition of the Hospital premises. It is also clear that while a connection on either the blue or the green lines can be made ready by the time it is required, *i.e.*, within four years, any alternative disabling the Hospital suffers from the disadvantage that it cannot be laid until the Hospital site is available, and for this reason may be as impracticable for obtaining temporary access as the Carnac Bridge alignment which has been rejected. For, before the Hospital site can be made available for placing a shunting neck all through its back premises and running a railway across its area, a new hospital must be ready elsewhere and it must, I think, be taken for granted that the din of constructing these works, the influx of railway labour on to the premises and the demolition of several buildings—which though now only in course of construction are far advanced—will disable the Hospital from continuing where it is, not merely when the new arrangements are in working order but while their construction is in progress.

If a new hospital is built elsewhere, the G. I. P. Railway are probably right in their estimate that its construction together with all its quarters and outhouses will take three years to complete ready for occupation, and the additional time that will be occupied in deciding upon the new site and in the preparation and final approval of plans up to the most recent scientific standard is an uncertain quantity. It is however safe to say that the more hurried the move the less satisfactory is the new hospital likely to be found, and there can be little doubt that Government and their expert advisers in this matter will prefer to give the matter of the removal and reconstruction of the hospital the most deliberate consideration in all its bearings before coming to a final decision. Any plan therefore of connecting the pier with the Railway which while being in itself satisfactory includes within its scope the acquisition of the Hospital property as a *future possible contingency* and so allows the respite necessary for considering its effective removal and reconstruction, is in my opinion preferable to any scheme which depends upon the *practically immediate acquisition of the site.*

(XXVII) What I have to propose therefore is that the blue alignment on plan 5780-A and the general reconstruction of Victoria Terminus yard on the lines suggested in that plan be first considered in detail by the Port Trust and the two Railways. Whether the alternative alignments shown in green in plan 5780-B should also be considered

at the same time depends entirely upon whether the Post Office compound can be transferred to the Railway and this Government can no doubt decide at once before the discussion of plans commences.

Investigation of the proposal should be assisted by large scale plans and be dominated by the following essential consideration :—

(*a*) What arrangement is most suitable for serving the Military and ordinary passenger traffic at the pier head and at the same time most economical of the valuable reclamation area ?

(*b*) Apart from all other considerations, what is the *best* position for the new passenger line and sidings in Victoria Terminus yard ? Alongside the present passenger station as I propose or separated from it by the goods yard ?

(*c*) What is the permanent alignment through the Port Trust property which will best connect the arrangements (*a*) and (*b*), and is it certain that the land it traverses will all be available by the time the pier is ready for a connection with the G. I. P. ?

If when planned in detail to a suitably large scale the arrangements I put forward for consideration are for any reason found impracticable or entirely inadequate, then the only alternative seems to be the acquisition of the Hospital site within the next 3 years at least, and if that is impossible, the provision, until the site is available of a temporary access likely to involve considerable additional expenditure in the long run, and if after consideration of the blue and green lines this alternative is finally decided on as essential, a full explanation of its necessity should be furnished.

It is hardly necessary to compare the cost of the alignment I propose with that of others ; it is clear that it is cheaper at the outset than any alignment that involves the taking up of the St. George's Hospital and if extension in the future is necessary—and the conclusion derived from the above discussion is that only the Hospital site will be suitable for extensions—the cost of the property should be much the same then as now. The cost is set down by the Agent as follows :—

	Rs.
Buildings	12,50,000
Land	17,00,000
Total ...	29,50,000

This does not, however, I understand include the entire cost of the new buildings under construction which will probably bring the cost under the head buildings to 15,00,000 and the cost of the land at Collector's valuation is I understand approximately 40,00,000, giving a total of about 55,00,000 or as much as the whole of the G. I. P. schemes (*a*) to (*e*). At whatever time the site may be acquired, however, Government no doubt in accordance with recognized procedure (Government of India Circular 327 R. C., dated March 11th, 1902) will transfer the land to the Railway at cost price and the buildings will presumably be taken over at a valuation. Meanwhile until the question is decided as to whether the Hospital site is essential for the Railway in the immediate future or not, Government will no doubt consider the desirability of stopping the work on the many buildings at present under construction. Several minor structures are directly on the line which the B. B. & C. I. shunting neck must take if the connection with the pier cuts through the Hospital compound, and it is obviously waste of money to complete the new main buildings if radical alterations or entire demolition may be needed immediately after their completion.

5. *The Frere Road Over-bridge.*—I am glad to see that the G. I. P. consider the necessity for this to be unquestionable. This coincides entirely with my own opinion. The allocation of the cost accepted in 1892 referred to in paragraph 5 of the Agent's letter was as follows :—

	Rs.
G. I. P....	4,32,650
Municipality	1,49,350
Port Trust	1,76,065
Total ...	7,58,065

The question of re-considering the allocation can be taken up subsequently when the chief features of the main scheme have been decided.

6. The proposals made by the Chief Engineer, Public Works Department, Bombay, may now be considered.

It is no doubt true that a definite policy is needed to prevent mistakes, costly to remedy in the future, being made in respect of the disposition of lands in the island, but the trade and the public have a right to expect that this policy will at the same time be based on

considerations of their convenience and will point in the direction of *improved and cheaper facilities for both goods and passengers.* The relief of congestion both in business and residential quarters, the cessation of the nuisance caused by a concentrated heavy cart traffic and the cheapening of the transport of produce were the principal aims of the Port Trustees, when they formulated their scheme for the Harbour Line and the keynote of their proposals as of all serious proposals of the kind is expressed in the following few words spoken by one of the witnesses before the Commission in November 1899. *"The chief means of effecting economy in the cost of handling is the maximum of Railway accommodation."* The Chief Engineer, Public Works Department, proposes to benefit Bombay by an exactly opposite course. His aim would appear to be not the maximum of railway accommodation but a minimum to be obtained by curtailment and "compacting" of existing facilities, and in the words of another of the witnesses before the Commission "compactness commonly means congestion, a block in business, and extra expense."

7. The first proposal is that **as far as possible Railway stores, workshops, quarters for Staff, Police, etc., should be out of Bombay, north of Parel or Dadar, and that such buildings as must be in Bombay itself should be more than one storey in height so as to conserve space.**

(I) This is no new gospel. For years past both this Government and the Consulting Engineer for Railways have turned their attention to the reduction of Railway establishments in the island, and in March last year, at the instance of the Consulting Engineer for Railways, a Committee was appointed to consider and report upon the whole question of what lands throughout the island of Bombay could be made available for the erection of quarters for the Railway Police, and the employés of the G. I. P. and B. B. & C. I. Railways and for other purely Railway purposes and how they might best be apportioned for the several requirements to be satisfied. In making their recommendations, the Committee necessarily accepted the limitations which practical considerations of safety, efficiency and full utilization of land set to the wholesale exclusion of Railway establishments from the island.

(II) The G. I. P. and B. B. & C. I. Locomotive and Carrriage and Wagon Shops are placed most conveniently together at Parel and it is presumed that no question arises as to the expediency of sacrificing

the large sum expended on them with a view to removing them some short distance further north. Owing to traffic development extra space will soon be required for both these Shops ; some of it is now under negotiation and some of it has long been in contemplation to obtain by moving the Carriage and Wagon Shops of the G. I. P. to Kalyan, and the main stores of the B. B. & C. I.—which now crowd up their Shops—elsewhere as will be explained in the sequel. The Carriage and Wagon Shops of the B. B. & C. I. Railway also may possibly before long be moved out of the island. But these measure will merely allow the necessary expansion of the Locomotive Shops, they will not set free a single yard of the land at present occupied nor are the contemplated additions to the existing boundaries in the least likely to encroach upon any other interest in Bombay.

(III) The G. I. P. Stores are at present at Frere Basin and, as contemplated years ago and now arranged, this site is to be handed over to the Port Trust, the Railway getting an equivalent up the harbour. The ceded Railway land will form a valuable continuous extension of the Port Trust foreshore property which will enable them to deal suitably with sea-borne coal.

The subsidiary stores needed for the Shops of both Railways are not on a large scale and must remain where they are at the Parel Shops where the stores are consumed.

(IV) On the recommendation of the Committee referred to above, the housing of the entire Railway Police Force required for Bombay had been arranged for on a single plot of land near Dadar Station. The site was carefully selected, but as it encroaches somewhat upon one of the projected schemes of the City Improvement Trust, every endeavour is now being made to find a new and unencumbered site so as to avoid any interference with the operations of that Trust.

(V) The quarters for the Railway staff in Bombay have been limited to those employés who, it is considered essential, should live in proximity to their work. Where space is limited the designs are of two or more storeys and those for the superior quarters are in the hands of Bombay architects so as to ensure that all Municipal requirements shall be met. In some cases there may be no necessity for making the inferior quarters for menials of more than one storey, as the re-entering angles of railway yards which they will occupy and which are useless for any other purpose may suffice for the usual single floor plan.

Out of the four plots which the Committee recommended should be reserved for the B. B. & C. I., it is proposed to place staff quarters on portions of three, the total staff to be accommodated being as follows :—

Station Masters and Deputy Station Masters ...	8
European Workshop Foremen...	2
Guards	30
Inferior Traffic Staff—Signalmen, Pointsmen, Muccadums and shunting Porters, Brakesmen, Markers, Telegraph Peons, &c.	231
Locomotive Menials, Gas House and Carriage Examining Staff	31

Of these all but two Station Masters and two European Foremen are confined to two plots, one of them the area recommended and now partially acquired for the south extension of the Parel Shops and for a coal-stacking ground ; a swampy area which the Company will have to improve and which is undesirable for any other but the Railway purpose to which it is to be put. In every plot of land devoted to yards or works which must be reached by Railway sidings, there must be portions which cannot be reached by practical curvature, and it is an obvious economy to utilise such spaces for Railway staff quarters. The rest of the staff—6 Station Masters and Deputy Station Master and 30 Guards—are to be located on a small plot which, as it is shut in between Falkland Road, Bellasis Road and the Railway line, does not seem to be desirable for any other purpose.

The four Europeans to be placed at Colaba are two Station Masters and two Foremen in charge of the gas works there.

(VI) Of the thirteen plots recommended by the Committee to be reserved for the G. I. P., seven are required for purely Railway purposes, *viz.*, extensions of Victoria Terminus and Wadi Bunder yards ; extension of the Locomotive Shops at Parel and for general offices for the Locomotive Department there ; extensions of Dadar and Matunga stations (both B. B. & C. I. and G. I. P.) ; and quadrupling the G. I. P. from Matunga to the north of the island. Of the six remaining plots one cannot be made available, and one which has already been acquired, is for the new Byculla goods depôt, only a re-entering angle unsuited by shape for sidings being made use of for staff quarters. The whole of the remainder of the staff of the G. I. P. Railway who at present live as best they can in the slums with much hardship to

themselves and inconvenience to their employers it is proposed to house on four plots of land all of them situated alongside the Railway, one practically in Victoria Terminus yard, two opposite the Chinchpokli goods depôt and one the G. I. P. old "Stores" at the G. I. P. Byculla Locomotive Yard. Owing to their proximity to Railway lines, yards and shops, none of these plots would seem desirable for residential quarters or for any other than Railway purposes. The entire staff which the Committee recommended should be accommodated on these 5 plots is as follows :—

Station Masters, Foremen and Carriage Examiners employed at the Victoria Terminus	12
Station Masters and Assistant Station Masters at Musjid, Mazagon, Chinchpokli, Curry Road and Parel	10
Station Menials from Victoria Terminus to Parel (Signalmen, Pointsmen, Muccadums, Brakesmen, Platelayers, Gatemen, &c.)	175
Locomotive Foremen and Inspectors, Drivers and Shop Mechanics	48

(VII) Will any one contend that the Railway service on which Bombay so much depends would be as efficiently carried on if the employés described were housed miles away from their work ? If from a consideration of the labouring classes displaced by their demolitions, the City Improvement Trust think it a matter of importance to re-house them in the vicinity of the scene of their labour, "*a fortiori*" is it important that for the convenience and safety of the public, the men upon whom these conditions depend should be housed so that they can reach the scene of their normal duties punctually, and promptly respond to emergent calls within their sphere of action. Station Masters' duties are ordinarily from 10 to 22 o'clock and from 21 to 10 o'clock. Signalmen, pointsmen, hamals, &c., work in 8 hours' shifts 10 to 18, 18 to 2, 2 to 10. The normal hours of workshop men are in daylight it is true, but for night shifts which occur frequently or for making overtime the nearer the man is to his work obviously the better for both himself and his employer. Workmen's trains will, it is hoped, lessen the difficulty of the City Improvement Trust with regard to their displaced working classes, but such trains will not assist the railway employé leaving or coming on to duty between the hours of 22 and 4 o'clock, nor is it advisable that any staff with regular and responsible

duties to perform in the Railway service should be connected with the scene of their avocations only by communications, liable as all Railways must be at times to irregularity. From the point of view of the public convenience also it is better that the number of Railway employés using the rail should be kept as low as possible. Every such person displaces an ordinary passenger and even with a train service at intervals of a few minutes it will be difficult to avoid overcrowding in the suburban trains during workmen's hours.

8. The Chief Engineer then asserts **that the time must come, if it has not already arrived, when all questions of competition between the two Bombay Railways should cease so far as work within Bombay City limits is concerned.**

And proposes—

(a) that there should be one control for the working of both lines south of their point of junction,

(b) with one central terminal passenger station at and from which all mails, mixed and long distance passenger trains (in fact all but local and suburban trains) of both the Great Indian Peninsula and the Bombay, Baroda and Central India Railways, shall arrive and depart,

(c) and separate goods depots for (i) Trade for local consumption, (ii) Export and Import,

(d) with such arrangements as may be necessary for small stations, to meet local and suburban passenger traffic.

9. (I) Competition when reasonably conducted is generally supposed to benefit the public, and complaints to the contrary in connection with these two Railways have not, so far as I am aware, been made; indeed it is not long since the Chamber of Commerce stated to the special Commissioner for Railways that the convenience of the trade was met by both the Companies in every reasonable way—but even if the competition gave unsatisfactory results it is difficult to understand how two Railways handling the entire traffic of the great northern marts to and from a common port and therefore necessarily in direct competition for this traffic are to cease from competing, directly some fixed point short of that port is reached or what advantage to the public could result from such an arrangement. Clearly competition commenced at one end of the respective lines or at any point of contact on their lengths

must either continue up to the competitive goal or cease on the entire routes. For one Railway to hand over to the other at some common point short of that goal the traffic it has succeeded in attracting to itself would speedily result in the terminal controlling Railway not only absorbing the whole of the traffic which has a choice of two channels to and from up-country but also obstructing the non-competitive long distance traffic of the other line. Railway Managers are as human as other people and given exclusive control at the base or end of operations it requires but little imagination to realize that not only must the Railway having such power necessarily control the despatching market but that almost insensibly it will give preference to its own traffic in both directions in those many ways so well-known to Railway Managers which eventuate in complete command, the enrichment of the controlling Company at the expense of the controlled, and the denial to the public of the right of selection and its attendant advantages.

(II) Government have already provided the proper and only equitable method of dealing with Railways whose common duty it is to serve the interests of a city possessing several stations suitably placed for trade and travel. Each Railway has by contract complete running powers over the other so that stations not served direct by the one are readily accessible by the other and any tendency on the part of one line to obstruct the traffic of the other being susceptible of immediate reciprocation, it is obviously in the interests of each to deal with the traffic of the other as if it were its own. Thus every part of Bombay City is equally well served and the several trades are dealt with each in the locality most convenient to it ; conditions which would be automatically threatened if in substitution of the existing arrangements a single control were to be established over the few terminal miles of two separate Companies at the end of hundreds of miles of competing traffic. Not only Bombay but every point of competition on the two lines between Bombay and the northern markets, and these markets themselves, would then be subjected to a practical monopoly by a single management. Apart from these evils to be anticipated from such unity of control it is hard to see what administrative or working advantages are anticipated from doubling the responsibilities and anxieties of one administrative office already working full pressure when two are already available to cater to the interests of the public and must in any case be maintained whether the terminal control is single or dual.

Two heads are better than one at any time and the only valid reason for employing only one—two being available—is when the expense of two is prohibitive and avoidable.

(III) If to the above arguments, it is objected that both the Railway Companies serving Bombay will shortly become Government lines—as one already is—and that the complete and equal control which Government will then possess should be sufficient to protect the public from the risks anticipated to arise from the single control proposed in Bombay island, the reply is that the last argument in favour of utilizing two administrative offices in place of one is still unanswered, and that the object of Government control over Railways—Companies' and State alike—is not to dwarf emulation and initiative, but while encouraging these forces, the exercise of which long experience has shown to be in the best interests of both the trade and their railway enterprise, to confine them within the bounds of the legitimate competition provided for in the Railways Act.

10. (I) The next suggestion is that **there should be one Central terminal passenger station in Bombay at and from which all mails, mixed and long distance passenger trains (i. e., all but local and suburban) of both the Great Indian Peninsula and Bombay, Baroda and Central India Railways shall arrive and depart and that Victoria Terminus with easy and efficient connection with the new Docks would naturally be this terminal station.**

In 1903 the number of long distance passengers, *i.e.*, exclusive of all local and suburban traffic, booked in and out of B. B. & C. I. Ry., Bombay stations was approximately as follows :—

Colaba	55,000
Church Gate	85,000
Marine Lines	164,000
Charni Road	201,000
Grant Road	316,000
Dadar	144,000

(II) It may no doubt be argued that as the B. B. & C. I. long distance passengers have at present no alternative but to use the stations of that Company these figures are not of much value in showing that Victoria Terminus and other G. I. P. stations south of Dadar instead of B. B. & C. I. stations would not equally well serve the convenience

of the public. At least one reasonable inference, however, is to be drawn from the figures with the assistance of the map of Bombay. If Victoria Terminus is the most suitable place in all Bombay for the arrival and departure of long distance passengers, it is natural to expect that the B. B. & C. I. stations in its immediate vicinity would show a heavier long distance passenger traffic than the stations more remote from the G. I. P. terminus, but what we actually find is that Church Gate and Marine Lines, the two stations nearest to Victoria Terminus and serving the same localities, carried 249,000 against 517,000 carried by Charni Road and Grant Road,—*i.e.*, barely one-half—and it is particularly noticeable that Grant Road took a number of passengers far in excess of those taken at any other station, the number here being approximately one-third of the entire number dealt with at the 6 stations, Dadar to Colaba inclusive. The conclusion is, I think, obvious that Grant Road and Charni Road, although without the added convenience to passengers attaching to terminal stations, offer facilities to long distance passengers to and from Malabar Hill, Cumballa Hill, Breach Candy and the districts of Tardeo, Kammattipura, Khetwadi and Chaupati which are not equalled at G. I. P. stations, Byculla to Victoria Terminus, and if statistics fail to convince, the personal experience of the numerous residents on Malabar Hill, Cumballa Hill and at Breach Candy will, I think, bring home to them the great convenience of a station at Grant Road some 2½ miles nearer their homes than Victoria Terminus. It also hardly requires demonstration that Colaba and Church Gate are more convenient than Victoria Terminus for the numerous clubs, business premises, shops and residential quarters—ever increasing—at the southern end of the Fort and on the Port Trust and City Improvement Trust properties towards Colaba. Not only are the two stations nearer these localities but they are approached by pleasant open roads comparatively clear of traffic.

(III) If the public require it, there is of course no difficulty in attaching to the B. B. & C. I. Mails and important Passenger trains through carriages to run to and from Victoria Terminus (as will be done eventually to and from the Deep Sea Pier), but I cannot realize what advantage to anyone is anticipated from forcibly confining all long-distance passengers in the country to and from the greatest port of India to the G. I. P. group of stations south of Dadar and deliberately denying them the exercise of choice and the continued use of fully equipped stations, the convenience of which has been amply

proved by the experience of the last 40 years. The advantage of this summary curtailment of long accustomed facilities needs, I think, very much further demonstration on the part of its proposer before the public can be invited to accept it.

11. For dealing with "Goods" the suggestion is **that depots for goods for local consumption should be separated from export and import depots and it is proposed to arrange for this as follows:—**

(a) The Foreign exports and imports depot to be in its natural place near the docks and if possible all Foreign "outwards" to go direct alongside the steamers in the docks.

(b) All local goods inwards and outwards to be kept away from the docks so as to avoid occupying space required for the legitimate work of the docks.

(c) All goods traffic to cease at all wayside and passenger terminal stations of both Railways in Bombay and all local goods to be concentrated at one large separate goods depot which it is proposed should extend—on land to be acquired for the purpose—from Grant Road to Mahaluxmi or even further north than that station; this locality it is stated being well situated for local trade.

12. No one will dispute or ever has disputed the first proposal to deal with over-sea goods near the docks. During the 10 years from 1859 when the extension of the B. B. & C. I. Railway from Surat to Bombay was sanctioned, to 1869 when the present terminal arrangements of that railway in Bombay were finally decided on, the whole discussion of the terminal site to be selected turned upon the recognized importance of obtaining direct access to the shipping in the harbour which the G. I. P. already possessed at Wari Bunder. From before the year 1860—when there were no docks in Bombay and when it seems a great deal of over-sea traffic was conducted at Colaba—up to the present time the over-sea traffic has been dealt with as direct as trade conditions would allow at Colaba, Wari Bunder and Carnac Bunder and complementary to the extension of the docks now in hand the Harbour Line from Kurla is about to be constructed with a view to further concentrating over-sea goods traffic at the docks and at railway depôts close to and in direct connection with them.

It is unnecessary in this place to examine into the conditions which in this country are unfavourable to direct shipments. These conditions will no doubt undergo change in time and as facilities increase, meanwhile they will be better understood after a perusal of the evidence given before the Harbour Line Commission of 1899 where some explanation will also be found of the necessity for repeating at Mazagon an institute so "out of date" and "tax on trade" as the Cotton Green at Colaba.

13. (I) Nor will anyone I think be disposed to quarrel with the general proposition that valuable space at or near the docks required for their legitimate work should not be taken up by goods having no connection with shipping. It will be borne in mind however that much of the inwards over-sea traffic is stored and ultimately becomes purely local traffic and conversely much that eventually goes over-sea is from the Railway point of view local traffic in the first instance.

But there is literally no end to the objections to be raised to the proposals for dealing with local goods which appear to have been prompted with less regard to the commercial aspect of the "land congestion" question—a point of view which concerns not only the great majority of Bombay citizens but also a very large number of the public dispersed over the country at large—than to provincial administrative considerations.

(II) The proposal to deny to the trade, facilities so long enjoyed in localities which experience has proved to be the most suitable and to force it in all its branches to remove to a site involving in many quarters additional cartage to the extent of 3 miles or more, and entire dependence upon a single Railway station and a single Railway administration appears to me as the very acme of that "compactness" which one of the witnesses before the Commission of 1899 feared as spelling congestion, block in business and extra expense. It seems necessary to remind the proposer of such a measure that the simple fundamental principle on which all true transport facilities must be based is *that trade may not and cannot be forced either into or out of channels and that "sufficient inducement" is the sole lever that can be employed to move it from established routes* and having reminded him of this axiom it is I think needless to further labour the question and add to my own labour by exhibiting figures of the considerable goods traffic done at the various stations in Bombay. Some reflections on the utility of

Carnac Bridge and Victoria Terminus yards have already been made in this note to which I would invite his attention and in addition I would only ask him to look at the matter from another an administrative or municipal point of view and consider this question. Whether is it better for the inhabitants of the city that the enormous local traffic of Bombay should be dealt with at a number of stations thereby distributing the cart traffic over the streets so as to render it comparatively unnoticeable, or that it should be concentrated at one point, thereby producing the maximum possible congestion and aggravation in the principal streets of the city?

A principal cause of complaint against the Colaba Cotton Green, it will be remembered, is the concentration of cart traffic between it and the Fort and the docks, and to remove this nuisance was one of the reasons for the projection of the Harbour Line by the Port Trust, but there is no analogy between the Port Trust scheme for *substituting a Railway for carting*, with attendant convenience and economy and a proposal for *substituting carting for Railway facilities* with seriously diminished convenience and enhanced expense that would probably prove the ruin of many a Bombay merchant. The one is a wholesome progressive step: to call the other retrograde is to treat it leniently.

(III.) Incidentally it may be remarked that supposing such a proposal as the concentration of all the local goods out at Grant Road to be possible of entertainment, it would be a strong additional argument against forcibly restricting long distance passenger traffic to G. I. P. stations south of Dadar. Where goods are dealt with in large quantities there also merchants expect to find a long distance passenger service.

14. (I) The next proposal is as follows:—

Local and foreign goods, having been arranged for separately and a central terminal for up-country passenger traffic having been fixed, the Bombay, Baroda and Central India should be electrified south of Bandra so as to deal suitably with the local passenger traffic.

(II) Setting aside for a moment the arguments that have been advanced against the forcible ejectment of long-distance passengers from B. B. & C. I. stations south of Dadar and the compulsory closing of these stations against goods traffic, it may first be noted that while having resorted to these arbitrary measures in order to provide room

for a large and increasing suburban traffic, the Chief Engineer proceeds to render them nugatory by saddling the B. B. & C. I. R. from Bandra to Grant Road with the entire local goods traffic of both the Railways serving Bombay. If he will look at the figures of this traffic and compare them with the figures under existing arrangements he will see how far his proposals are likely to assist the capacity of the suburban service for workmen's trains between the north of the island and the industrial centres of Bombay which according to his estimate end so far as Railway facilities are concerned at Grant Road. For the purpose of discussing the suburban service therefore it may equally well be assumed that my arguments have prevailed and that both long-distance passenger traffic and goods traffic will continue to be conducted as at present south of Bandra.

(III) As to what measures are possible for expediting the suburban service and increasing its capacity so as to allow of workmen being carried from the nothern suburbs in large numbers within suitable times and at fares they can afford to pay, this is of course principally a question of ways and means. If it can be shown that the access of traffic gained by electrification or any other means will pay them, the Railway Administration will not be backward in making the improvement as soon as Government can place them in funds. If this cannot be shown however neither the Government of India nor the future lessees of the Railway are in the least likely to incur the necessary expenditure unless either Bombay or the Bombay Government are prepared to provide the means or to guarantee the return. It is impossible to seriously consider the suggestion made elsewhere by the Chief Engineer in respect of these workmen's trains that "the Railways might be pressed to try and meet the necessities of the position and run labourers' trains, which indirectly will benefit themselves, at cost price if not even at a small loss." It is an axiom certainly in Railway management that no Railway can afford to let traffic go by if it can make the slightest gain by carrying it and it is often possible for a Railway to carry traffic with slight profit—even if it is only indirect profit in the shape of back loads—at exceedingly low rates if neither capital nor fixed charges are thereby increased, but these conditions are obviously absent from a workmen's service on any large scale necessitating considerable outlay of capital, and when the lower class fares at present charged are barely more than remunerative. And how a Railway is to indirectly profit by expending considerable

sums on electrifying its road or, even without electrification, on adding to its rolling stock and station appliances and then carrying its passengers at cost price or less is a Railway riddle which many an anxious Manager in the country would be glad to have solved. The object of Government, if I understand it rightly, is to reduce the congestion in Bombay by housing in the northern suburbs as many as possible of the labouring classes displaced from the city by the schemes of the City Improvements Trust and in order to achieve this it is necessary that the house rent in these suburbs and the Railway fares between their homes and their work shall together be no greater than the rent which these displaced labourers would have to pay in the immediate neighbourhood of their work. The move to the suburbs is no doubt very necessary but the position is brought about solely by Administrative measures of Government and the funds allotted for their execution would appear to be more properly debitable with the contingent expenses, than the revenue of Railways whose sole duty it is to provide transport at a price which will keep their business on a sound financial footing and allow of its expanding as the demand for transport expands.

(IV) It will be useful to see what improvement is to be anticipated from electrification. At present an average of 15 passenger trains, exclusive of Mail and "through", are run daily between Colaba and Bandra in the Down direction between 5 and noon, and 32 between noon and midnight, and in the Up direction 21 passenger trains are run between 5 and noon and 27 between noon and midnight.

The only trains however that would be of use to workmen would probably be those which would land them at their working destinations in the morning between the hours of about 6 and 8 and enable them to reach their homes again between about the hours of 19-30 and 21-30. At present there are on an average 6 "Up passengers" reaching Colaba between 6 and 8 (and of the 6 two are through trains) and 7 Down passenger trains arriving at Bandra between 19-30 and 21-30, but under present conditions the quickest succession of local trains appears to be required between the hours of 9 and 11 in the Up direction—in which time 12 local trains arrive at Colaba from Bandra; and between 17 and 19 in the Down direction—in which time 10 local trains arrive at Bandra from Colaba. The average time taken for the run is 43 minutes and the

average interval of departure is 10 minutes in the Up direction (3 trains starting at intervals of less than 5 minutes) and 12 minutes in the Down direction (4 trains starting at less than 5 minutes' interval).

(V) If we assume that the service during workmen's hours is brought up to a similar capacity, 6 workmen's trains could be given but rather more than this might be possible for Up trains in the morning and we may assume 8 workmen's trains arriving in Bombay between 6 and 8 and perhaps 6 trains arriving at Bandra from Bombay at the workmen's hours between 19-30 and 21-30. The Up trains are of most importance as the workmen must be punctual at their business premises whereas when work is over many will doubtless find their way home by trams or on foot or make use of ordinary local trains outside the "workmen's hours" Each train would take 1,100 passengers; so we may assume that the present steam service could be expanded to accommodate about 9,000 workmen at suitable hours. So far as numbers are concerned, this would probably suffice for some years to come, but the cost of fares would not be appreciably reduced, and that is the real essential.

(VI) In America the keenness of competition has led to the employment of electric Railways to an extent unknown elsewhere and if we may judge from the reports of the principal Railways in that country their success has been amply proved. On many lines the local and suburban traffic has doubled and more than doubled since electric traction has been substituted for steam and at the same time the public have secured the advantages of a more frequent service, more rapid transit and largely reduced fares (in one case the fares are said to be just one-half the steam fares). Electrification of existing steam tracks either by the third rail or the over head trolley system would therefore seem to be the direction from which to expect a solution of our problem by so reducing the cost of working as to allow the Railways to appreciably reduce their fares and yet retain a reasonable profit. But there would seem to be conditions in America—other than competitive—which do not apply equally elsewhere, the principal of which is probably the possession of cheap water-power. All our power in Bombay for many years to come and until some such scheme as that proposed by the late Mr. Tata is carried out, must be steam-produced which cannot compete in cost with water production. This is probably the predicament in England also, but whatever the reasons for the conditions there

being different to those in America the following extract from the "Railway Engineer" of February 1903 would appear to show that they *are* less favourable in England and that there is still considerable doubt in our country as to the economy and suitability of electric traction for heavy compressed traffic :—

> "The Great Eastern Railway Company is anxious to provide facilities for carrying a greater number of passengers at certain times of the day without incurring the great capital expenditure which would be necessary to double the existing lines, particularly as, during the greater part of the day, the present train service is able to carry with ease all the passengers who present themselves. The carriages have been widened to the maximum width possible, and lengthening the trains would involve considerable structural alterations at the stations all down the line, so that the only possible solution of the problem is to get more trains over the line, and this can only be done by increasing the speed between stations, which, on the Great Eastern suburban lines, are so close together that the average speed depends almost entirely upon the acceleration of the speed when leaving the stations. Electrification is the fashionable remedy flippantly prescribed for all the evils from which railways are now supposed to be suffering, but electrically worked trains have not a faster acceleration than the Great Eastern suburban trains now have, *and they are moreover not suited for dealing with heavy rushes of traffic, at least there are no reliable figures at present available to prove that electricity is more economical than the locomotive.* In a word, the Great Eastern Railway Company cannot afford to electrify its suburban lines '*on spec.*'; before it does do so, it will require to be quite positive that advantages commensurate with the expenditure entailed will ensue"

The B. B. & C. I. R. is in precisely similar plight. For the greater part of the day its lines are quite equal to the traffic offering, but it wants to meet without loss a daily heavy rush of traffic. It has lengthened its trains, it is making the necessary structural alterations at Stations and has ordered a large number of powerful engines for the suburban service. It cannot afford to electrify its suburban line "*on spec.*" : before it does so it requires some positive assurance that the expenditure will be commensurate with the advantages to be obtained by electrification.

(VII) The same article goes on to relate how the Loco. Superintendent of the Great Eastern Railway endeavoured to solve the problem not by resorting to electricity but by designing a remarkable decapod locomotive with such great power of acceleration as to enable him to put on as many trains as could be done by electricity, and how the Company were confident that with this engine they "had secured all the advantages of electrifying at a comparatively small outlay." It may be taken for granted—in fact the text shows—that *economy of working* was one of the advantages closely investigated by the Great Eastern Railway before arriving at this conclusion and if a great British Railway could find none in electrifying it is at least possible that we in India may come to the same conclusion, though I do not wish it to be understood that I take the case to be proved by this one isolated example. The rapidly developing knowledge of the applications of electricity and the great improvements in electric gear made every day make the position now very different even from what it was only a year ago when this article was written. I merely cite the experience of a prominent English Railway Company to guard against too sanguine anticipations from electrification.

(VIII) Meanwhile until the economy of electric working which is to cheapen the fares as desired has been fully investigated under local conditions, we may look a little into the advantages of speed and frequency of service that it has to offer and consider the further questions of carrying capacity and cost of electrification.

With regard to acceleration of speed, I find that the scheduled speed on the properly equipped American local and suburban electric Railways with stops at every second mile or so, as between Bandra and Colaba, averages 27 miles an hour with a maximum speed attained of from 45 to 50 miles an hour. On one superbly equipped line it is true that a maximum speed of 65 miles an hour is attained which it is intended to increase to 80 or 100, and a rate of acceleration hitherto never attempted is in contemplation, *viz.*, 2 miles a second per second or 60 miles an hour in 30 seconds from rest, the highest acceleration yet obtained being 1·34 miles a second per second or 40 miles an hour in 30 seconds from rest. But the equipment of this actively competing line is far too heavy and costly for adoption in the non-competitive conditions of our own case, and I think if we take the performance of the decapod locomotive which saved the Great Eastern Railway from

the expense of electrification we shall be dealing fairly with the comparison. That engine attained a speed of 30 miles an hour in 30 seconds from rest, and if we take the same rate of acceleration and a maximum speed of 50 miles an hour—the average maximum obtaining on electric Railways in America—and allow acceleration from 30 to 50 miles an hour at 1 mile per second and a stop of one minute* at each of the 10 intermediate stations, it will be found that the time occupied in the 10½ miles trip between Bandra and Colaba is 31 minutes 26 seconds against 43 minutes the time at present occupied by steam, a gain that is of 11 minutes on the trip which even if worked to accurately does not seem to be worth any appreciable expenditure at any rate until the number of workmen to be brought in in two hours has so increased over 9,000 that 43 minute trips started at the shortest intervals possible are insufficient to deal with them, and if increased speed were the sole desideratum it is as open to us, as it was to the English Railway, to avoid the additional expense of electrifying by the employment of an engine of the Great Eastern type, on the massive 82 lbs. B. B. & C. I. R. road.

* The length of the stops on the American Railways I can find nowhere stated but as we are dealing with the Indian working classes we can hardly reckon on a stop of less than one minute.

(IX) As to frequency of service 9,000 workmen can be put in by steam in two hours with average departure intervals of 15 minutes and this is likely to meet the case for many years. When this is insufficient and the existing local and suburban service—ever increasing with the increasing popularity of the suburbs of Andheri, Virar and Borivli—will not allow of sufficient train on the metals in the given time, the automatic electric block will no doubt allow more trains to be interpolated and we may perforce have to resort to electrification and a separate suburban track.

As to the carrying capacity of an electric service, it is hardly necessary to say that single motor cars carrying from 50 to 60 passengers are unsuitable to a heavy traffic confined within a short period. The proper place for such vehicles is on short unremunerative branches with light traffic. Even taking a motor car to carry 100 passengers (and this would be a larger one than I have any record of) it would require 50 such cars—making no allowance for sick stocks and repairs—running at 2 minute intervals and doing the trips in 32 minutes to put down 6,000 passengers in two hours, and the cost as far as I can ascertain would not be less than 15 lakhs without taking into account the

cost of the power, the separate electric track and the additional station facilities which would be needed for such a service.

And none of the American examples show heavy trains drawn by electric motors. Such locomotives are constructed to draw considerable loads on freight trains at low speeds, but for their rapid passenger service the practice is to combine motor cars and trailing coaches, the maximum composition that I can find being on the North-Western Elevated Railway of Chicago, where one powerful motor car of 640 horse power draws four trailers. The usual composition of an electric train however, where speed and ready handling with the minimum of terminal arrangements are desired, appears to be 3 or 4 trailing cars with a motor at each end. Such a train would carry about 560 passengers or half the present B. B. & C. I. R. steam trains and to land 9,000 passengers in two hours would require—including the usual percentage for repairs—24 motors and 44 trailers, the cost of which when added to the cost of electrifying, &c., would clearly be largely in excess of the cost of merely adding to the rolling stock required for a special service of 8 workmen's steam trains. On the recently electrified section (third rail system) of the Lancashire and Yorkshire Railway between Liverpool and Southport, each train consists of two motor cars (tare 44 tons) and two trailer cars (tare 26 tons) each 60′ × 10′, said to be the largest in England, and seating 66 passengers in the first class car and 69 in the third class. The length is 18 miles and the complete cost of the installation including rolling stock is given at £3,50,000 or about Rs. 2,91,700 per mile.

(X) Enough has been said I think to show that electrification, described by the Railway Engineer as "the fashionable remedy flippantly prescribed for all the evils from which Railways are now supposed to be suffering," will require very careful investigation before it can be accepted as suitable for the conditions in Bombay and as the only practicable means of reducing the cost of the workingmen's railway fares.

15. (I) The final **proposal is to terminate the Bombay, Baroda and Central India at Church Gate taking up their station and sidings at Colaba and the line connecting them with Church Gate** and the remarks which accompany this proposal would appear to show that its object is to set free all possible land at Colaba for residential purposes, the spaces occupied by the cotton green, cotton presses and warehouses being considered specially desirable.

(II) A reference to the evidence given before the Harbour Line Commission will show that the lease of the Colaba cotton areas for residential quarters was confidently anticipated as the only adequate safeguard of vested interests against loss arising from the move of the cotton green to Mazagaon. After some 10 more years have elapsed therefore it may be taken for granted that residential quarters will spring up there as a matter of course and it may be noted that on the scale of compound accommodation recently adopted in Bombay for superior residential quarters the 161,000 square yards now occupied by the Cotton Green would accommodate from 50 to 60 such buildings, while the aggregate area comprised by the Railway properties and the Gun Carriage Factory (shortly to be handed over to the Railway), which is some three times the area of the Cotton Green, would provide for 150 to 180 more such quarters, or allowing space for roads, say a total of about 200 new large residential quarters in Colaba. Add to this the City Improvement Trust reclamation, the further reclamations which will certainly be commenced before long (they were mooted 40 years ago) and the considerable number of residential quarters already built in recent years between Apollo Bunder and Colaba and add again the considerable population connected with the military depôt at Colaba—which I understand will shortly be increased—and the wisdom of taking away a Railway station, however doubtful its utility in any period of the past, just when it will be more required than at any time in the preceding 30 years seems, to say the least, questionable. If the object in view is to set free space for residential quarters at Colaba that, as I have shown, is already provided for by the move of the Cotton Green to Mazgaon, but to *demolish existing Railway facilities* in the immediate neighbourhood of a quarter already large and rapidly increasing both in size and favour with the idea of further increasing its popularity and importance is surely a curious reversal of the customary policy in every other city in the world to add to the well being of new residential quarters and to the value of the land and property by *extending Railway facilities* to their immediate vicinity.

(III) A few present-day figures may assist in realizing what the position is likely to be 15 to 20 years hence when Colaba is a much larger residential quarter than it is now and probably also a more important military depôt. In 1903, *683,190 passengers* were booked in and out of Colaba in approximately equal proportions, and exclusive

of cotton, coal, coke and railway material 7,500 tons of miscellaneous goods were handled (6,650 inwards and 850 tons outwards). Out of the 7,500 tons, 333 represented military stores and baggage (200 inwards and 133 outwards); 6,450 tons therefore represent the ordinary requirements of the residents in the vicinity, apart from all passengers' luggage. In the same year 74,000 tons of railway material and 29,000 tons of coal and coke for railway purposes, a total of 103,000 tons, were run out of the Company's Colaba basin and store yard, while the entire inward traffic in cotton—there are of course no outward bookings—amounted to 104,000 tons or about the same as outward railway materials.

(IV) If the 55,000 long-distance passengers in and out of Colaba (para. 10 (I) above) are deducted from the total passenger traffic at this station, there remains a total of 628,190 local and suburban passengers making use of the station—an average of 1,721 a day—figures which sufficiently show the great convenience of this station at the present day and indicate the certainty of its increased necessity 15 to 20 years hence. The weight of necessaries required for the residents alone—6,450 tons—is about *one-tenth of the entire goods traffic dealt with by the B. B. & C. I. R. in the whole of Bombay island* in 1868, when a terminus at Colaba was decided to be necessary, and *about one-sixth of that entire traffic* if cotton is excluded. But if these figures are not sufficiently convincing let us consider the meaning of the figures quoted for railway material.

(V) The 103,000 tons of coal and railway materials taken out of Colaba during 1903 is not a complete measure of the track capacity occupied by this traffic. As many as 10,000 tons of railway material alone have been and may again at any time have to be carried within one of the busiest months of the year. It must be remembered that not only are all over sea-materials for the B. B. & C. I. and Rajputana-Malwa Railways landed at and forwarded from the Colaba basin but a great quantity of materials for other lines—both State and Company—upcountry are landed here and forwarded through the agency of the B. B. & C. I. Sea-borne coal moreover is not landed for nearly six months in the year. When the entire store-yard now at Parel is removed to the Gun Carriage Factory in the course of a year or two—as already approved by Government—the quantity of coal, railway material and stores passing over the rails may certainly be estimated at as much as 18,000 tons in one busy month, or 45 train loads in 30

days. The G. I. P. landing and stores yard has perforce to go up harbour in order that their Wadi Bunder basin and store yard may be added to the Port Trust property and thereby a very similar quantity of material, in which the trade is in no way interested, is thrown upon the Harbour Line and the question arises: Is it *politic*—apart from the expense of the measure—to further encumber that line and proportionately diminish its trade capacity by adding to its burden another 45 trains of non-commercial materials in a month and checking its working by a second "Stores junction" placed within a few miles of the docks. Leaving aside all consideration of increased difficulty to the Railway in clearing its materials over a foreign line and the locking up of Rolling Stock which this implies, it seems to me that such a step would only be justified by the attainment of some great compensating advantage which I altogether fail to find and the difficulty of finding which is considerably increased when the cost of demolishing Colaba Station and the line to Church Gate Street and abandoning the Colaba basin and store yard is considered.

(VI) Unlike the G. I. P., the B. B. & C. I. Railway have no coveted facilities such as at Wadi Bunder to offer to the Port Trust or others in exchange for a new landing and store yard up harbour. The market value of land on the eastern shore in the neighbourhood of Sewree will be raised considerably by the advent of the Harbour Line and may be reckoned as at least as valuable as the land at Colaba basin and store-yard. Even then if we assume that the Railway account will not be affected by the acquisition of the necessary land up harbour, Government will nevertheless have to incur the entire expenditure on reclamation, construction and Railway connection, in addition to sinking the expenditure already incurred at Colaba Station, between it and Church Gate and at the basin, an amount considerably over 13 lakhs exclusive of the connection with Church Gate. The additional expenditure on a new basin, store-yard, junction and connection up harbour would be lightly estimated at another 16 lakhs, so that over 30 lakhs would be expended and what would be gained?

(*a*) The relief of a Railway which is already to be sufficiently relieved by the Harbour Line.

(*b*) The addition of a burden to a new line on which nearly 50 per cent. of the whole goods traffic of two large Railways and their impending extensions must in any case be thrown.

(*c*) The addition of a few thousand square yards to the large space that will in any case be available for residential quarters, which when built will together with their neighbours certainly cry out against the shortsighted policy which deprived them of Railway connection.

(*d*) The deduction of an equal area, equally well suited for residences, from the space that will be available for residential quarters on the eastern shore which it is one of the objects of the Harbour Line to open up for that purpose.

(VII) If these arguments from the point of view of commercial and public interests are yet unconvincing and it is advanced that there are other objections of a more sentimental nature, to the continuance of a terminus at Colaba—a recrudescence in fact of the objections raised by this Government in 1868 when they informed the Secretary of State that one of the main points for which they had so laboriously contended was "immunity from the inconvenience and nuisance of a "Railway directly to the windward of the town and on the seaward verge of the only place of recreation available to the public of all classes and denominations." If these objections have also to be answered, it should be remembered that when Government made this protest against providing a terminus at Colaba, they had already given the Railway a passenger terminus at Marine Lines and their preference for a terminus in the neighbourhood of Carnac Bunder instead of at Colaba was because they did not wish the Railway to go on at all south of Marine Lines. Church Gate as a terminus they vetoed altogether: they considered it to be objectionable on the score of health and convenience and as marring the beauty of the Esplanade, and they informed the Secretary of State that they had warned the Railway Company that "no railway south of the Marine Lines will be permitted *except on the understanding that the terminus is finally settled at Colaba.*" It seems clear therefore that the nuisance feared by the Bombay Government of 35 years ago was not of the Railway between Church Gate and Colaba but of the Railway between Church Gate and Marine Lines. To that nuisance—whatever its precise extent—the public would appear to have become reconciled and with the addition of the overbridges now sanctioned at Marine Lines and Charni Road any lingering objections should entirely disappear.

(VIII) At Church Gate 2,259,005 suburban passengers were dealt with in 1903, figures which speak for themselves as regards the great convenience of that station, but if it was unanimously pronounced unsuitable for a passenger terminus in 1868 what must be thought of its suitability for this purpose at the present day when Colaba "suburban" being added the total suburban traffic here will amount to some 2,887,195 passengers in the year (or an average of 7,910 a day), and it is proposed to add terminal arrangements for an electric service to carry thousands of workmen during a couple of hours in the morning and evening of each day. Granted that steam and electric traction must go on side by side—by the Chief Engineer's own showing it must continue as far as Grant Road and even if India is to be denied the use of passenger stations south of Grant Road it presumably is not proposed to spoil that already congested quarter as well by making a separate steam terminal there—the rapid electric service necessary will require at least 4 platform faces with sidings on which to stand trains ready to start the morning and evening services. Add to this the steam lines required and reduce them to the minimum possible working conditions and it will be found that a terminal passenger station at Church Gate of much the same size as the present station at Colaba will be required and the questions to be considered are: Where is it to be placed without causing most excessive annoyance? and having a terminal already with ample space at Colaba, is it not better to keep it there than to mar the most ornate and open space in Bombay with an ugly and noisy terminus?

(IX) Other arguments against the removal of Colaba could be advanced such for instance as the initial and recurring expense and the inconvenience involved in removing the Railway Gas Works which after careful inquiry Government have decided are most economically placed at Colaba terminus, though I attach no great value to this contention as at any rate nothing can be moved from Colaba for 10 years or so until the Cotton Green moves, and by that time I hope gas will be as obsolete in trains as the oil lamps of a few years ago. But I do not wish to labour the question. I have already said enough to show that in my opinion no gain and much grievous harm will be done by amputating the Railway at Church Gate, and have stated the main considerations affecting the general public on which that opinion is based, leaving it to the Military Department

to add their own views on the subject. I have only to add that if we look far enough ahead to the inevitable time when Back Bay will be a reclaimed residential quarter reached by a sufficiency of over-bridges, it seems impossible not to realize the irreparable inconvenience and difficulty to which we shall subject successive generations if we allow administrative or sentimental considerations to deprive a growing quarter of a Railway facility already of such value and which will be increasingly required in the future.

16. The Chief Engineer, as he says, has not attempted any proposals regarding the G. I. P. suburban traffic as he considers that it can all be arranged for at Victoria Terminus with no extensions beyond *some* extra sidings and platforms. Extra sidings and platforms however occupy considerable space, and in my opinion the suburban traffic of the G. I. P. will call for even more attention in the not far distant future than that of the B. B. & C. I. Already some 40 local and suburban trains run each way daily, and in the evidence given before the Harbour Commission many of those best acquainted with the customs and aspirations of the Bombay population agreed in thinking that the Harbour Line would eventually open up a considerable suburban traffic, and I think no one looking at the alignment of this Railway on the map and bearing in mind the practical certainty of Trombay before long being added to the residential capacity of Bombay island, can fail to anticipate that a considerable passenger and local goods traffic must ultimately spring up along the eastern shore. The Harbour Line with due space reserved for extension will be competent to deal with the goods traffic, but all passenger traffic on that line must stop for ever at Mazagon as already decided, and I am unable to think that this traffic will be effectively served by tramways, electric, or otherwise, running in connection with trains at Mazagon. Such means of communication may serve for a few years after the opening of the Harbour Line, but I look forward with certainty to a line eventually connecting Trombay with the Harbour Line in the neighbourhood of Sewree with branches spreading over the Trombay peninsula and with a branch to join the main line at or about Kurla for direct up-country traffic. When the time comes for such a railway to be constructed, it must be joined to Victoria Terminus possibly by way of Bhandarwada Hill and Mazagon station on the main line or *via* Wadi Bunder and Musjid stations—overhead or otherwise—and then at any rate, if never before, will Victoria

Terminus have to be enlarged for this local and suburban traffic and in my opinion it is none too early to add the consideration of this matter to the general question of Railway arrangements in Bombay island—the subject of this note—with a view at any rate to the reservation of the requisite land.

17. The conclusions at which I have arrived after a careful consideration of the proposals before me are, I think, clear enough from what I have written. I will however summarise them.

(I) A passenger connection between the G. I. P. main line and the Deep Sea Pier is essential and it should be provided on an alignment that takes in the acquisition of St. George's Hospital compound as a possible contingency rather than on one which makes practically immediate acquisition essential.

(II) The Frere Road overbridge at Wadi Bunder is necessary.

(III) The recommendations of the Land Committee of 1903 for land to be reserved for Railway purposes—including the housing of the Railway and Railway Police staff—are not extravagant, and the areas they have recommended are the best suited for Railway purposes and generally illadapted for other purposes.

(IV) A single control over the two independent Railways running between Bombay and the North at a point short of the Port is not possible, nor is it in the least desirable whether the Railways be worked by Companies or the State.

(V) To close the B. B. & C. I. stations south of Dadar to long-distance passengers, and so confine everyone in India travelling to and from its main port to the G. I. P. stations south of that junction would be a forcible deprivation of the facilities of the past 30 years and a denial of the passengers' "right of selection" which since it serves no useful end would be perfectly unjustifiable.

(VI) The proposed concentration of "local goods" at one depôt in Bombay whether at Grant Road or elsewhere is a complete reversal of the customary policy all the world over of increasing Railway facilities as trade and population increase. It is an unjustifiable attempt to force trade out of its accustomed and well-proved channels which if persisted in would result in increased freight charges to many trades and increased congestion in the city streets and—more remarkable than all—it would not serve the end in view.

(VII) It is of no use pressing Railways—State or other—to carry at cost price or at a loss. Railways are business concerns with but one marketable article "transport." If it will pay them to carry more passengers at reduced rates they will do so, not otherwise. If fares less than the Railways can afford to charge are necessary for Government Admininistrative purposes, the difference is more properly debitable to the Corporation or Department concerned than to the Railways.

(VIII) The *number* of workmen to be dealt with for many years to come can probably be accommodated by the existing steam traction, but as reduction in fares is also essential for the achievement of the object which Government have in view, a system which will reduce the cost of working is what is desired. Electrification has accomplished this elsewhere, but that it will do so everywhere and in all circumstances is open to doubt. The cost and probable financial results of electrifying the Bombay Railways should now be carefully investigated.

(IX) The removal of the B. B. & C. I. south of Church Gate Station is undesirable in the interests of the public. It would be a withdrawal of Railway facilities to which the Colaba quarter by reason of its increasing importance and popularity has a better claim than ever in the past. Far from serving any useful end it would only serve to depreciate a residential area which it is the professed aim to develop; to proportionately diminish the area available for residential buildings in a desirable suburb which it is one of the objects of the Harbour Line to open up; to hamper that line with an entirely unnecessary burden, and to throw an entirely unnecessary expense upon Government. Against such considerations any sentimental objections on the part of a few residents should carry no weight. Such as may still linger can be removed by proper and sufficient overbridges as Government long ago realized and provided for as a condition of the Railway running along Back Bay.

18. I have only to add that I have endeavoured to discuss the whole of the proposals before me in the broad-minded and liberal way recommended by the Chief Engineer. That we differ so pronouncedly in our conclusions is, I think, entirely due to the different point of view adopted by each of us. I claim for mine that it is the point of view of the "public" which is or should be habitual to the Railway man whose constant aim is the maximum of convenience to the public and

of facilities to trade compatible with a sound financial status, a point of view which necessitates a close investigation of general impressions however alluring in order to make sure that the conservatism and vested interests, which may at first sight have the appearance of obstructing progress, are not in reality the sign posts indicating the directions in which progress is required, and the proper spirit in which to set about reform.

G. A. ANDERSON,
Consulting Engineer for Railways, Bombay.

POONA, the 2nd July 1904.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY, INLUDING RAJPUTANA-MALWA RAILWAY.

No. 10955W.

AGENT'S OFFICE,
BOMBAY, 9th September 1904.

TO THE CONSULTING ENGINEER FOR RAILWAYS, Bombay.

SIR,—I have the honour to acknowledge the receipt of Government of Bombay letter No. 2029, dated 13th August 1904, on the subject of the development of Bombay.

2. The letter is accompanied by a note by the Consulting Engineer to Government for Railways, a note which deals so fully and thoroughly with the whole question that it leaves little to be said. The subject is one I have had the advantage of discussing with him, and the views set forth therein agree practically with my own.

3. I do not therefore think it is necessary to dilate at length on the various aspects of the scheme, or on the proposals of the Chief Engineer, Public Works Department, the Secretary, G. I. P. Railway, and the Agent, G. I. P. Railway, but shall merely attempt to answer categorically the points raised in para. 1.

4. (*i*)—*Whether it is practicable and expedient to have all goods imported for places outside the Island, or brought from such places for export by sea, dealt with on the Harbour side north of the Castle.*

In reply to this I should say that there is no doubt the ideal arrangement would be that all goods imported for places outside the Island, or for export by sea, should pass through the City direct

to the immediate vicinity of the Docks. But at present this is not done. Goods are at present carried in locally in small quantities from inland for the smaller traders, and are sold by them partly to other small traders for local consumption and partly to the large merchants to make up into shipment for export. In the same way large consignments of Import Goods are taken into godowns, broken up and retailed again partly for local consumption and partly for despatch in comparatively small consignments all over the country.

5. It may be that when the system of Port Trust Godown accommodation is in full working order matters may in this respect be to some extent modified, and the ideal hinted at above may be more nearly attained. But I think it will always be quite impossible to lay down a hard and fast rule that Import and Export Goods shall be dealt with in one place and local goods in another.

6. As regards,

(*ii*)— *Whether goods brought for local consumption could be dealt with exclusively or generally at or in the vicinity of Grant Road Station or, if not, where goods yard for such traffic would be most conveniently situated.*

It will be seen from the above that I consider it will be practically impossible to divide the consideration of local from that of through traffic, but whatever arguments may be put forward on behalf of an ideal method of dealing with through traffic, and whatever hopes we may have as to the fulfilment thereof, no such arguments and no such hopes can be arraigned on the side of a proposal to deal with local traffic entirely at one place. In this connection I cannot do better than quote a portion of a report on this subject by my General Traffic Manager. He says "Mr. Anderson has already advanced weighty arguments against any alignment of the proposed Passenger connection with the new Deep Sea pier, being allowed to interfere with the usefulness of Carnac-Bridge, with all of which I fully agree. This Depôt has been found by long experience to be most convenient for the following of the principal wholesale centres of trade in Bombay :—"

1. The Fort.
2. The Crawford Market.
3. Mandvi.
4. Carnac Bunder.

" between which and the Depôt the cart rates are from 0-4-0 to 0-6-0 annas in the Rupee cheaper than between it and the vicinity of Wari Bunder, where it is proposed, if Carnac Bridge were abolished, to concentrate the traffic of both the G. I. P. and ourselves."

" The following are the chief commodities dealt with at the centres named above :—

(1)—*Fort.*

Dyes.
European Drugs, Chemicals, &c.
European Provisions, Groceries, &c.
Marble, Tiles, &c.
Machinery.
Paper and Stationery and Printing requisites.
Stoneware Pipes, Fire-bricks.
Oil, Lubricating.
Mill Stores and Hardware.

(2)—*Crawford Market and its vicinity.*

All the articles mentioned above.
Tin and Glassware, Crockery Beads.
Furniture of all sorts.
Wines, Spirits and Beer.
Piece-goods, Drapery, Haberdashery, Cloth.
Boots and Shoes.
Colours, Paints, Varnish.
Lampware.
Metals-Brass, Copper, Tin and Zincware.
Iron safes.

(3)—*Mandvi (Khand Bazaar, Dana Bunder.)*

Piece-goods, Yarn and Twist.
Dyes-Aniline and Alizarine.
Indigenous Products of the Country such as Dye wood, Bark, Coir, Spices, Dates, Dry fruits, Betelnut, Food Grain and Oil-seeds.
Ginger, Chillies.
Cement.
Turmeric.
Gunny bags, Canvas, Paulins, Ropes.
Edible and Vegetable Oils.
Sugar.

(4)—*Carnac Bunder.*—(which includes the Iron, Rice and Copra Bazaars.)

Wines, Spirits and Beer.
Oil-Tallow, Grease and Tar.
Rice.
Copra.
All classes of Iron and Steel such as Beams and Girders, Corrugated sheets, flat, round, angle, &c., &c.

"To arbitrarily rule that any of these commodities *shall* be dealt with only at Grant Road, or in some portion of the new G. I. P. yard at Wari Bunder, would be deliberately placing a tax on them not only in the extra time that would be lost by the traders in getting them between their premises and the Railway yard, but in actual cost, in the increase of cartage that would be necessitated.

"Carnac Bridge has now been receiving and despatching a large traffic for over 30 years, and naturally facilities in the way of business premises, Godowns, &c., have grown up round it, and I am certain that its unnecessary abolition (Mr. Anderson has, I maintain, shown it would be unnecessary) would be strongly and justly resented by the mercantile community interested. It would be a retrograde step against which we should most strongly protest.

"Grant Road station has been found to be convenient for the numerous cotton and woollen mills on the north-west of the Island, and here are dealt with the cotton and wool brought in for use in these mills, a large quantity of grass, both geen and dry, firewood, and also a considerable weight of wheat for flour mills, bones, and live stock. During the twelve months ending June 1904 we received grass 42,559 tons, firewood 9,989, wool 5,618, cotton 4,893, wheat 3,040, bones 892, and about 11,370 head of cattle. We despatched 850 tons of timber, 417 of piece-goods and 1,063 of combustibles.

"As the yard stands at present, it would not be capable of dealing with a very much heavier traffic than it does at present. If any of the G. I. P. work is to be dealt with, the accommodation will have to be very considerably increased, probably more than doubled."

"I cannot leave this portion of the discussion without recording how emphatically I agreed with the words of the witness before the late Railway Commission quoted by Mr. Anderson that "compactness commonly means congestion, a block in business, and extra expense."

"To facilitate and cheapen the movement of goods, terminal accommodation should be spread out and not brought together, and merchants should have full option of dealing with their goods where they like; they should not be confined for any special class of goods to any particular locality."

I think we may conclude from the above quoted lines that it would be quite impossible to deal satisfactorily with local goods at Grant Road or indeed at any one locality, and I may add that I especially agree with the concluding sentences.

7. (*iii*)—*Whether through trains for passengers from and to distant stations should be run to and from Victoria Terminus, provision being made for carrying travellers by sea to and from the Deep Sea pier and possibly disconnecting at Dadar or elsewhere passengers for Grant Road or other stations on the west.*

There does not seem to me to be the least advantage to be gained by this proposal. We may accept the fact that it will always be possible to run direct from Dadar to the New Pier any passengers who may wish to go there, though all experience goes to prove that this number will be very small.

The position in Bombay is totally different from that at say Marseilles and would be more fairly compared with that of London. How many passengers for India coming from country towns in England would be prepared to run direct through London to Tilbury (which they can at present do from many places), and would not rather spend a day or two in Town for last purchases and arrangements. The same I think holds good in Bombay, and the vast majority of passengers do now, and always will, I believe, prefer to dribble into Bombay a day or so before the date of sailing, and to do this they will always find, provided they are on the proper line of rail, that Colaba, Church Gate or Grant Road are far more handy than the Victoria Terminus. One reason at all

events for this is that when a journey of a couple of thousand miles is being undertaken, passengers prefer to allow a spare day rather than run the risk of missing the boat through a breakdown in the train service. Still more does this apply to passengers from home, a large majority of whom do not know till they land where they are going to. Moreover there are the daily mofussil visitors who do not want to go near the pier and for whom our B. B. & C. I. Railway stations are far more convenient than those of the G. I. P. Railway. To quote again from the abovementioned report Mr. Crommelin says:—

"To run all through trains, therefore, to Victoria Terminus and on to the Pier would be simply putting the majority to considerable inconvenience in favour of the minority. The interests of this minority can easily be met by our being allowed to detach such portions of our through trains as experience shows is necessary at Dadar or elsewhere, and to run them through the Victoria Terminus and the Pier, and *vice versa*. Should full through Mail and Postal trains be eventually found necessary, we shall, of course, be prepared to run them.

"Another question here arises and that is—whether it would be possible for the G. I. P. Railway to conveniently and punctually deal with the heavy increase of traffic which running all B. B. & C. I. Railway through trains into Victoria Terminus would entail.

"Quite apart from the Local Service, which must very considerably increase, the G. I. P. now have on ordinary days to deal with 12 through trains in and 12 out, while we shall have in the cold weather 5 in and 5 out—34 in all. To these must be added Postal and Passenger specials on Mail days, and we must also remember that when we obtain through connection with Delhi and with Karachi that our trains will considerably increase—probably almost double.

"I am not sufficiently acquainted with the accommodation at the Terminus to give a decided opinion on this point, but this I can say, that at present whenever there is busy export traffic, the G. I. P. lines between Dadar and Car-

nac Bridge are so congested at times that our Goods trains frequently occupy over an hour to travel the 5 miles, and I believe it would be found that large increased facilities—both in the way of tracks and platforms—would be required. These would have to be given in spite of the fact that they already exist at Grant Road, Church Gate and Colaba. Here again we should be directly and deliberately working towards congestion instead of easing it by scattering facilities."

8. *(iv)—Whether, in the event of the previous questions being answered in the affirmative, the Bombay, Baroda & Central India Railway should stop at Church Gate or should be continued to Colaba for suburban traffic.*

In this I can only agree with Mr. Anderson in his contention that such a policy would be retrograde and useless. He has shown by figures how large a portion of the general public would suffer from such a step, and it seems to me that all modern experience goes against curtailing Railway facilities. I cannot help feeling that there seems to be some danger of our forgetting that Bombay is essentially a business centre and not a modern watering place. The whole tendency of recent years at home and abroad has been to multiply means and ways for getting away from business centres and living in suburbs, and in Bombay itself we have offered and are offering increasing facilities for the better class of population to reside outside the island. To remove a portion of one of these means of egress in order to facilitate the growth of residential quarters within the island seems to me to be a most retrograde step. And moreover the present suggestion is, even were this object to be held worthy of attainment, a useless one for the only large area of land which will be freed will be the Colaba Yard and that will have to be replaced at Church Gate Street where it will, I venture to think, be found even more of a nuisance than it may possibly be considered where it is. From our point of view the main objection to the proposals is however the fact that such a curtailment of our line would necessitate our being given a new Stores Yard and Basin far from our own line and situated where access to it would be difficult to effect and where the traffic to and from it could not fail to hamper and be hampered by the main lines connected with the docks.

9. (v)—*Whether for carrying out such arrangements as are indicated, single control of the lines south of point of Junction would be necessary or whether they could not be effected by co-operation of the two Railway Administrations.*

This is a point on which a traffic opinion is more valuable than my own, and I again quote the remarks of my General Traffic Manager as follows:—

"It is not easy to see what advantage it is hoped would be gained by giving the control of the lines south of the point of junction in the hands of one of the two Railways now running into Bombay. It would not save any expense and it certainly would not lead towards greater efficiency. It is, I think, an accepted fact that competition and emulation between Railways in the past, has resulted, in all countries in benefit to the public, and it is the interests of the public that ought first to be considered in this matter."

"Setting aside the advantage that the Railway working the area in question might obtain over the other, so clearly shown by Mr. Anderson, it is almost certain that this Railway being freed from all the incentives and the wholesome restraints of competition would in the end fall away from the high efficiency which, it is so essential, should be maintained. Again I think the Traffic Managers of all our larger Railways are agreed that the growing lengths and traffic of the longer lines are daily throwing a greater burden of work and responsibility on to them, a burden that is not easy to devise means of shifting on to other shoulders, and I maintain that it would be practically impossible for either of the two Railways to take over the enormous amount of work that would be entailed by managing the whole of the concern of the Bombay Port, without detracting from the efficiency that could be maintained under the present system."

"The practical difficulties and delays that would be experienced in the matter of making over and taking over traffic between the two Railways, of settling claims, of

administrating a large running staff of one Railway not under the orders of the other, of running trains at times that would suit both Railways, of more or less dual control generally, would be insuperable, and would give rise to constant disputes which would hamper work and could not possibly be to the interests of the public."

"The machinery for the working of both the Railways, each in its own sphere, already exists and should be allowed to continue.

I would especially emphasize the extreme value to the travelling public of a healthy competition, a competition which benefits also the various companies concerned as it spurs them on to greater efforts to keep level with public requirements and with any improvements introduced by their rivals.

10. (*vi*)—*Whether for suburban traffic there will be substantial need that each Railway Administration should have running powers over the line of the other up to points outside the island and, if so, to what points and whether there would be practical difficulty in carrying out such an arrangement.*

This is an arrangement for which up to date there has been no call whatever, and I fear that even were such a demand to arise there would be considerable difficulty in introducing such a service, as it would require an entirely new connection which would be very expensive; moreover as it is far from unlikely that we shall shortly have to increase the number of our own trains which even now run at very close intervals during certain periods of the day, I very much doubt if we could, at all events, until the line is quadrupled, find room for such a traffic.

And as regards running into Victoria Terminus Station I am pretty well assured that without very largely increasing the number of the existing lines such an arrangement would for local traffic be quite impracticable. Moreover the mass of the local traffic will always prefer Church Gate, Marine Lines and Charni Road stations to the G. I. P. Railway Terminal.

11. The above deals with the question in para 1. It only remains for me to briefly touch on any points in which Government may like to know precisely how far my views are in accord with

those already submitted. As Mr. Anderson has already dealt with the other writers, I will deal only with his report.

12. With para. 4 I entirely agree except, as will be gathered already, that I do not anticipate the direct use of the Passenger pier will be quite as great as he does.

13. Para. 5—This does not much concern me, but my opinion would coincide with Mr. Anderson's.

14. Para. 7—I think I should like to emphasize the fact that it is very desirable that a certain number of station staff should be located close to their work. They cannot all be located outside.

15. As regards Carriages and Wagon Shops and Stores, I am sure that had we to begin all again 'de novo' we should have placed them further out. But I do not think that the advantages gained by moving them now would be in the least commensurate with the cost of shifting them.

As our line extends there is no doubt that our Shops will again become cramped. We have made one extension, and when the Stores are moved to Colaba or elsewhere, we shall have reached the limits of our possibilities in this respect. But we shall with an extended line have a further inducement for starting a large centre in a more central position up-country, and by doing this we shall be able, I believe, to relieve any pressure on our present location.

16. Para. 8—I entirely agree with Mr. Anderson's views on this paragraph. I consider few greater catastrophes would overtake the travelling public of Bombay than to have the whole of the local and other traffic south of Dadar in the hands of one agency.

17. As regards Electrification south of Bandra and running of labourers' trains, Mr. Anderson's views are only those which would suggest themselves to anyone who had considered the matter from a practical point of view, and as this is the only point of view from which my position allows me to approach them, I naturally thoroughly agree with his remarks. I have been, and am now considering, the question of electrification of our local service as far as it deals with existing traffic. We are of opinion that such a change will be possible and may be economical, and we propose to enquire further with a view to experimenting as to its gradual introduction, but no part of our scheme is based on carrying passengers at a loss. To run workmen's trains at all will probably

necessitate the quadrupling of our line, an expenditure for which we shall naturally expect some return.

But I agree with Mr. Anderson that the question requires very careful investigation, and that by no manner of means can it be counted on as a certain method for enabling the Municipality to dump the working man of Bombay in a sanitary locality and bring him to his work for next to nothing.

18. As regards para. 15 I need only state that it will be difficult to estimate the inconvenience which would result were we to lose our present landing wharf and basin at Colaba. The only alternative would be to place us in a part of the City where the lines of communication will not only be already heavily taxed, but as not being worked by us, will be practically closed to us during the portion of the working day.

19. Para 16.—I should like in dealing with this paragraph to touch on a proposal I have seen elsewhere to run *all* local trains into Victoria Terminus. I cannot too strongly state how impracticable I consider such a proposal would be, and a perusal of this paragraph of Mr. Anderson's will serve to emphasize this view, and I would ask those who have had such an idea in their mind to peruse that paragraph 16, and consider what would result were an extra incursion of ten trains an hour to be added to what Mr. Anderson considers should be arranged for.—I have, &c.,

H. D. OLIVIER, Col., R.E., Agent.

CHAMBER OF COMMERCE,
BOMBAY, 10th November 1904.

To the SECRETARY to GOVERNMENT,
P. W. DEPARTMENT, RAILWAY BRANCH, Bombay.

SIR,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to acknowledge the receipt of your letter No. 2029 of 13th August 1904, with enclosures, on the subject of the extension of Railway communications and facilities within the Island of Bombay.

2. The enclosures referred to are Notes on the subject by—
Mr. H. Wenden, C.I.E., Agent, G. I. P. Railway,
„ J. J. Berry, London Secretary to the Board of the G. I. P. Railway,

Mr. W. H. White, Chief Engineer, Public Works Department, Bombay,

„ G. A. Anderson, Consulting Engineer for Railways, Bombay,

and the Committee have also had before them a Memorandum on the subject by Colonel H. D. Olivier, R.E., Agent of the B. B. & C. I. Railway.

3. The subject in its various aspects is of very great interest to the mercantile community of Bombay and to all who are in any way connected with the arrival and departure of passengers.

4. The economical movement of goods and of produce is a matter of great importance to the Merchants of this City, and the conveyance of the trading community to and from their homes and the various centres of business is a subject that requires careful consideration.

5. It seems to my Committee that the time has come when the whole subject of communications in Bombay must really be grappled with comprehensively, and they welcome the enquiry of Government as an effort in this direction.

6. A complete scheme for the benefit of the City as a whole seems to my Committee most necessary now that such important works are being undertaken as a large New Dock, the Port Trust Railway, a new Cotton Green and Grain Depôt at Mazagon, the opening up for building by the Improvement Trust of large tracts to the north, and the introduction of eletric tram cars; and unless a decision in the matter is arrived at shortly the re-arrangement of the city on sound lines seems hardly possible.

7. Dealing with the subject, as stated in your letter, the first question to be answered is—

Whether it is practicable and expedient to have all goods imported for places outside the Island, or brought from such places for export by sea, dealt with on the Harbour Side North of the Castle.

8. The reply to this must be in the negative, if, as my Committee understand, the idea is that all goods imported from oversea for consumption in the interior and all goods brought into the Island for despatch by sea should be dealt with in bulk at some

point to the north, presumably at the proposed depôt at Mazagon. The trade of Western India is not one that can be dealt with in bulk as is the case to a large extent in many other countries, and godown accommodation on a large scale will always be required for produce coming into Bombay for shipment, as well as for imported goods destined eventually for despatch up-country.

9. Cotton, for instance, even if sent to Bombay against foreign orders must be unloaded and examined for quality, weighed and sampled before it can be sent alongside a steamer, and as it rarely happens that a despatch from up-country can be timed to fit in with the date of a steamer's loading, supplies have to be gradually accumulated in Bombay until a lot is complete and ready to go alongside on a steamer notifying that she is prepared to receive the cargo. Long distances to the seaboard, unavoidable delay on the railway, the mixing of lots in wagons, and the breaking up of consignments *en route* are strong arguments against the possibility of passing cotton or any other large article of export directly alongside a steamer. But the movement of cotton in this way represents after all only a small proportion of the crop. The bulk is sent to Bombay to be financed and to be sold on sample, and it is impossible at the time of import to say whether a lot will eventually be shipped or be sold for use in the local Mills. The larger part of the supply coming into Bombay will always therefore break bulk and be stored before despatch to final destination; and for the accommodation of the trade a large storing ground with godowns will always be necessary. In Seeds and Wheat the position is somewhat the same, only a small proportion of the supplies coming into Bombay being against foreign orders and more or less ready for shipment. The trade is largely in the hands of natives who receive daily small consignments from up-country stations which they prepare for shipment, and when a lot is complete either tender it to merchants against a contract previously made or sell in the open market for local consumption or for export. The trade is carried on in numerous small godowns in the native town and near the Docks and cannot be interfered with without serious injury. Then as regards imports from oversea; Bombay is a large distributing market, and supplies as they arrive are sold in the local bazaars and are afterwards forwarded to their destinations. But little is imported for direct des-

patch up-country, and although as time goes on more may be dealt with in this way, Bombay must always remain a distributing centre where packages can, if necessary, be broken up for retail sale. Large godown accommodation in and near the Docks and in the native town will always be needed for this trade which is almost entirely in the hands of native dealers. Despatches from the Docks up-country will no doubt be largely made in future by the Port Trust Railway but the Carnac Bridge and Waree Bunder Goods Yards will always be much availed of and no interference with the trade in this respect should be attempted.

10. To your second question

Whether goods brought for local consumption could be dealt with exclusively or generally at or in the vicinity of Grant Road Station, or, if not, where goods yards for such traffic would be most conveniently situated

the reply must also be in the negative, as it is not possible to divide goods for local consumption from those to be consumed up-country or despatched oversea. Cotton for the local mills must come from the Cotton Green wherever situated, and Piece-goods, Metals and many other things, from their respective markets in the heart of the native town where dealers have their shops and godowns. Any attempt to locate local business in one spot away from the vicinity of the docks and markets would be a hardship which would be resented, for in the rush of business supplies must be conveniently situated to be despatched wherever needed from some place near at hand, and no one spot therefore would be even moderately convenient for all.

11. The third question asked

Whether through trains for passengers from and to distant stations should be run to and from Victoria Terminus, provision being made for carrying travellers by sea to and from the deap sea pier and possibly disconnecting at Dadar or elsewhere passengers for Grant Road or other Stations on the West

can hardly be answered without a general discussion of the railway position now existing in the Island of Bombay. For the present radical changes may not be needed, but looking ahead only a few years it is fair to assume that the number of travellers to and from India will largely increase, and if Bombay desires to retain her posi-

tion as the most convenient port of entry, arrangements must be made on a liberal scale for the through passenger traffic.

12. My Committee are therefore of opinion that the deep sea pier now projected should by extensions be made available for all passenger steamers, inwards and outwards. How far in the near future this facility will be availed of it is difficult to say, but the growing popularity of the through mail service to and from Calcutta and Madras seems rather to lead to the conclusion that if the Railways and the large passenger Steamship Companies could arrange to work together, a considerable increase in the through traffic might be expected. In any case the discharge and embarkation of passengers at a deep sea pier would relieve traffic in the docks and so facilitate the movement of goods. A deep sea pier of adequate length and breadth could also be utilised for Trooping, and this would be a great improvement on present conditions. The suggestion that trooping might be carried on in or alongside the new dock does not commend itself to my Committee, as the passing of troop and baggage trains along the Port Trust Railway might in the early months of the year be a very serious inconvenience to trade. From the south end of the dock if a berth could be made available a connection could no doubt be made with the Victoria Terminus which would relieve the Dock Railway of the traffic, but any space allocated now in the docks for the landing and despatching of troops must in a few years be required by the trade, and it seems better to recognize this now and to make other arrangements forthwith. The connection of the new pier with the Victoria Terminus appears to my Committee a necessity; and the best alignment is, they consider, one which does not interfere with the Carnac Bunder Goods Yard or to any material extent with the European General Hospital. It seems to them necessary, however, that where the railway crosses the road an overbridge must be built, for Frere Road is, and always will be, a very important thoroughfare, and no level-crossing should be allowed to block the main road to and from the docks. As it is, there are far too many level-crossings already in Bombay and although for a time the Pier Railway may not be largely used, it is safe to assume that sooner or later there will be a considerable traffic.

13. If then the necessity of a Pier Railway is admitted, the question arises as to whether the St. George's Hospital should be allowed

to remain where it is, and my Committee are very strongly of opinion that its removal is advisable, and that a new site should be fixed *at a very early date*. The question of a suitable site does not come within the scope of this enquiry, but the very best available site should be chosen, and if, as is likely, it will be some distance from the present site, a small branch establishment should be retained at the Docks for accidents and such urgent cases.

14. The point then as to whether through trains for passengers from and to distant stations should be run to and from Victoria Terminus may be answered in the affirmative, for it seems clear that a large and well equipped Station near the landing pier and the Docks and in the centre almost of business quarters and close to the native town must be a convenient Terminus for the City as a whole. But my Committee do not necessarily think that long distance journeys should be started only from the Victoria Terminus, for even at the present time Grant Road on the B. B. & C. I. Railway is a convenient station, and as the City extends to the north, it is likely to become even more convenient and necessary, and trains for long distance journeys might therefore start so far as is found necessary from both centres, uniting presumably at some point to the north. The extension to avoid congestion of the Victoria Terminus, which will become necessary by the increased number of trains, can be provided by handing over to the G. I. P. Railway the St. George's Hospital compound, and the Military Lines behind the Crawford Market.

15. Question IV

Whether, in the event of the previous questions being answered in the affirmative, the Bombay, Baroda and Central India Railway should stop at Church Gate or should be continued to Colaba for suburban traffic

brings up for discussion the suburban traffic of Bombay, the facilities promised by electric tram cars and the problem of the Sea Face. The correct answer to the question as it is put appears, however, to be that if the B. B. & C. I. Railway is to continue to run along the sea front, the Terminus must certainly be Colaba as at present. But in discussing Railway arrangements in Bombay it seems to my Committee desirable that the three points mentioned above should be carefully considered, for there can be no doubt that the opening up of the sea front is an urgent matter, the Queen's Road

being inadequate for the present traffic augmented as it will be shortly by numerous motor cars. The settlement of this question should not, therefore, my Committee think, be delayed any longer, and if the Railway is considered an obstacle, the point as to whether suburban and local traffic could be arranged for in some other way should be fully considered. As long distance journeys can probably be dealt with at Victoria and Grant Road Stations, the question of the B. B. & C. I. Railway along the sea front narrows itself to one of local and suburban traffic only. For purely local traffic, that is for those who desire to travel to and from their residences or Offices between Grant Road and Colaba, a well arranged system of electric trams will, if the cost is not more than by rail, be probably much more convenient, as trams passing along the streets will be more handy than trains starting from stations at a distance and the time taken in a journey from point to point will also probably be much less. My Committee presume that when the electric cars are started, the system will be a circular one and on a much more extended scale than at present. If this be so, arrangements will no doubt be made for a rapid system from Grant Road to Colaba, and even if this should be along the present Queen's Road, the opening up of the land to the west will provide ample space for an excellent carriage drive, a motor road, a riding path and a promenade from the Wodehouse Bridge or beyond to the foot of the Siri Road or even further. The details of such a scheme need not be discussed in this letter, but the need of increased accommodation for carriage and motor traffic on the sea front is so urgent that the question should be taken up and disposed of at the earliest possible date. The dangers and inconveniences of the present Queen's Road are so obvious as hardly to need pointing out. At three points between the level-crossing at Chowpatty and the Band Stand, the Railway is constantly discharging passengers on to a road which for some hours of the day is already greatly congested with traffic. Conveyances for hire or private carriages stand around these stations to the great inconvenience of the driving public, and with the arrival and before the departure of a train the road is filled with pedestrians for whom no footpath accommodation has been provided. The constant passing of trains along a main thoroughfare has always been objectionable, and unsightly overbridges to a new road along the sea face hardly seem desirable. The short road from Church Gate to the Wodehouse Bridge is

already much too narrow and in any scheme that is formulated this defect should be remedied.

16. The question of the suburban traffic of the B. B. & C. I. Railway,—that is for passengers from stations north of Grant Road desiring to come into Bombay and *vice versa*,—remains now to be dealt with, but before touching on this my Committee desire me to refer to the new trade depôt which in connection with the Port Trust Railway will shortly be established in Bombay to the north of Mazagon. The shifting of the Cotton Green from Colaba to a point not far distant from Sewree and the building on the same site of grain godowns all in close proximity to an extensive system of sidings for the Port Trust Railway, brings very prominently before the commercial community whose offices are in the Fort and whose residences are in all directions, the question of the urgent need of rapid communication with this new and very important trade centre. The present Cotton Green can be reached in a few minutes from any office in the Fort, and if the new Green cannot also be reached in a very short space of time, trade will be very seriously inconvenienced. Electric tram cars moving slowly through the busy native town or along the Frere Road with occasional trains from the Victoria Terminus liable to interruption *en route* will not meet the difficulty, and some plan must be devised whereby the trade can travel rapidly at certain hours of the day from the Fort to the new Green and *vice versa*. A scheme that commends itself to my Committee is a railway, electric or otherwise—presumably overhead for at any rate the first part—from a central situation, say, the east side of the Elphinstone Circle Gardens or from a point even further south running adjacent to the line of the Frere Road or alongside the present track of the G. I. P. Railway to the station of the Port Trust Railway at Mazagon. On the east of the Victoria Terminus space would have to be found for the making up of trains, &c., and if the alignment was along the Frere Road a connection would be necessary as trains would need also to be run from the Victoria Terminus for the use of passengers to whom this station might be more convenient than, say, Elphinstone Circle. Such a railway will mean a heavy outlay, but a scheme of the kind is necessary, if trade now and hereafter is to run smoothly, and my Committee believe that if the idea of such a line is approved, the Railway could be made to serve many other purposes. The opening up of Trombay as

a European residential quarter cannot be much longer delayed, and a central station at the south end of the Island of Bombay with a quick service would be a great inducement to people to live out in the new suburb. It would not also be difficult to cater from the same starting point for the Mahim and Bandra traffic, and the convenience to the general public of a central station to the south-east would make the railway very popular and presumably remunerative. As it is likely that before very long the area lying to the east of Hornby Road will have to be dealt with under an Improvement Scheme, any extra land that might be required for the purpose of an electric overhead Railway could easily be acquired, and ample arrangements could then be made for dealing with trade and suburban traffic which if catered for at the Victoria Terminus might lead to congestion,—a risk which must be avoided at all costs.

17. This scheme, it has been pointed out, could be further enlarged into a Circular Railway to embrace the suburban traffic north of Grant Road. Starting from a convenient centre in the Fort and running as has been shown *via* or with a connection from the Victoria Terminus to the new trade centre at Mazagon, the line would then continue on the right to Sewree and thence through reclaimed property which may in a few years after reclamation be thickly populated to Trombay and on the left to Mahim and Bandra thus placing Salsette in direct communication with the new depôt. This would be most convenient, as under the new conditions which will be created by the Port Trust Railway and the new storage ground north of Mazagon, merchants and many others will probably find it necessary to visit the depôt in the morning and evening so as not to interfere with the day's work. This, however, will not be feasible unless there is railway connection between the suburbs on all sides and Mazagon, and the scheme now put forward appears one that might well be considered in the interests of the whole community.

18. To complete a circular system as has been suggested, a connection would be necessary between the Trombay line and Andheri, *via* perhaps Coorla, thereafter following the alignment of the B. B. & C. I. Railway to Grant Road. From this station a connection would have to be made with Victoria Terminus and so onwards to the Fort central station, and if the sea front had been properly laid out it would probably be unobjectionable if the overhead line was carried to some point along the line of the Queen's

Road to be then taken across to the Victoria Terminus and so to the Fort central station as might be considered most convenient.

19. The proposals as regards new Railways may therefore be divided into three sections :—

(*a*) Overhead from Fort and Victoria Terminus to Mazagon Depôt.

(*b*) Mazagon Depôt to Bandra and towards Trombay.

(*c*) Completing the Circle by carrying the Railway from opposite Trombay to Andheri *via* Coorla ; thence *via* the present B. B. & C. I. Railway alignment to Grant Road ; thence overhead along or on the side of the Queen's Road, and thence to Victoria Terminus, a branch going from Victoria Terminus to Elphinstone Circle.

20. In making these proposals my Committee have had prominently before them the absolute necessity of making adequate provision for taking those connected with trade to and from their places of business and residences, and they have also recognised that the tendency must be, and it is very desirable that it should be, for people to live more and more outside the Island of Bombay. They therefore think that Government should aim at largely increasing the means of communication between all parts of the Island and Suburbs on sound lines, so that congestion and concentration should be avoided.

The proposed Circular Railway involves doing away with the facilities at present afforded by the B. B. & C. I. Railway between Grant Road and Colaba, but in the opinion of the Committee this will be fully compensated by the advantage gained by having a Circular Railway with trains running in both directions all day.

21. That the scheme as sketched out may need to be modified in many particulars is of course only too probable, but for the future convenience of the trading and working classes of the city a radical change in present methods seems imperative, and if the suggestion now put forward leads to a full discussion of the whole question, a definite and satisfactory plan may be evolved.

22. Question V

Whether for carrying out such arrangements as are indicated, single control of the lines south of point

of junction would be necessary or whether they could not be effected by co-operation of the two Railway Administrations

can be briefly answered. My Committee see no advantage, in fact rather the reverse, in placing the two lines south of a point of junction under single control. Competition is always advisable, and with Railways extending into distant parts of the country, freedom of action along the whole length including the Terminals is clearly advisable.

23. I am to add in conclusion that two members of the Committee dissent from the suggestion to remove the B. B. & C. I. Railway between Grant Road and Colaba.—I have, &c.,

C. H. ARMSTRONG, Chairman,
C. J. MICHAEL, Assistant Secretary.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING
RAJPUTANA-MALWA RAILWAY.

No. 13653 W.

To the Hon'ble Mr. C. H. ARMSTRONG, Chairman,

Chamber of Commerce, Bombay.

Bombay, 14th November 1904.

Sir,—When the discussion of the Report of the Sub-Committee to deal with Railway Communication in Bombay came up at the meeting on Wednesday, 9th November 1904, I was not prepared for it, having overlooked the fact that it was on the agenda. I hope therefore I may be excused if you allow me to place on record the following remarks on the report:—

I am completely in accord with the report as far as the first four lines of para. 15, and I am also entirely in sympathy with the Chamber in believing that a circular railway of some sort would be an immense advantage; in fact if the cotton green is going to be moved from Colaba, there must be some sort of connection either by electric tram or otherwise between Elphinstone Circle and Mazagon, and I may therefore say that I am generally in accord with the recommendations as far as para. 21. The last sentence of this para. is, however, I consider,

illogical and incorrect. I wish to explain in the first place that I am writing now as a member of the Committee of the Chamber of Commerce, and not as the Agent of the B. B. & C. I. Railway, and that therefore I am anxious that the report should be one free from any conspicuous mistakes. It cannot possibly be said that the proposed circular railway involves doing away with the line to Colaba. The question then arises what is it that renders the curtailing of the B. B. & C. I. Railway desirable. It is, I think I am correct in saying, the desire of a certain section to facilitate the laying out and beautifying of the portion of Bombay which lies in front of the Oval. This is a very laudable desire, but it can hardly be said to be one which is as essential for the commercial prosperity of Bombay as is the proper provision of communication with various business and residential parts of the City. It seems to me therefore that the Chamber of Commerce are making the mistake in this case of letting the tail wag the dog. What are wanted are better communications, and the improvement of these should have been made paramount, and their advance should not have been handicapped by a statement that their construction would necessitate the doing away of the B. B. & C. I. Railway beyond Grant Road.

The reclamation of Back Bay is certainly a far more distant possibility than the construction of the new docks, and the improvement of communications with the new cotton green should not be allowed to wait for the removal of what may be, by a very small section of the community, considered to be a possible disadvantage to any such reclamation. I say "possible" because I fancy few practical men will care to believe that if Back Bay is reclaimed it will not also be built over, and if it is built over, the necessity for a railway to Colaba will be increased and not diminished by the Back Bay reclamation.

The Chamber of Commerce should, I think, endeavour to represent the wishes of the majority of the community, and I am perfectly certain that were I to care to do so, I could get an enormous majority of votes in favour of the continuance of the present railway line to Church Gate station and Colaba. A majority also will be benefited by a system of extended railway communication in the Mazagon direction, whereas only a

minority have any strong views on the improvement or otherwise of the land in front of the Oval. This is what I mean by saying that the Sub-Committee in their report have let the tail wag the dog.

There is another point which I would in my capacity as a railway officer like to bring to notice. Railway travelling in India is cheaper than any other part of the world. It was stated to me at the meeting on the 9th November 1904 that the Tram Company did not find it would pay them to run their trams out to Dadar and Mahim. This sounds against all English experience, but the explanation is that the conditions are different, for 1st class railway fares in India are cheaper than 3rd class in England, and from this results the fact that no circular railway of the description proposed by the Sub-Committee would ever pay for construction. We carry the best local traffic in India, but were we to carry nothing else we should not make much of a dividend, therefore though I consider that railway extensions or electric tram extensions in the City and towards the Docks are most desirable, I am afraid there is very little chance of a circular railway as proposed being ever carried out, and it seems to me that the best policy of Railway extension in Bombay will be to keep what we have got, and supplement it by such short circular or semi-circular lines as will be able to be worked by the present Companies without loss. Apologising for the length of this letter.—I have, &c.,

H. D. OLIVIER, COLONEL, R. E., Agent.

APPENDIX T-2.

MUNICIPAL TOWN DUTIES.

REFUNDS.

No. G.G. 681 of 1904.

GREAT INDIAN PENINSULA RAILWAY,
GENERAL TRAFFIC MANAGER'S OFFICE,
BOMBAY, 2nd April 1904.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I send for your information copy of a memorandum I have received from the Municipality setting forth the procedure it is proposed to be observed at Wadi Bunder Station of this Rail-

way in respect to the certification of exports for the purpose of obtaining refunds of Town Duty.

2. It will be noticed that it is now proposed that the exporter shall register his documents before presenting them to the Railway staff.

3. I shall be glad if you will kindly let me know whether, in the views of the Chamber of Commerce, there is any objection to the introduction of the procedure now proposed.—Yours, &c.,

J. N. HAWKINS,
for General Traffic Manager.

Memorandum setting forth the procedure proposed to be observed at the Wari Bunder Station of the G. I. P. Railway and the Carnac Bridge Station of the B. B. & C. I. Railway in the certifying of exports for the purpose of granting refunds of Town Duty.

The certifying shall, as hitherto, be done by the Railway staff. But at each station there shall be attached a permanently located Municipal staff to register the documents, and in conjunction with the Railway staff to certify a percentage of the exports.

The Municipal staff at each station shall at present consist of—

1 Chief Inspector, 2 Inspectors, 2 Clerks, 5 Peons,

and this staff shall be under the orders of the Revenue and Refund Audit Officer.

Every person wishing to export goods on which he intends to claim a refund of Town Duty shall prepare the Town Duty Export Note in duplicate and also the Railway Consignment Note. The particulars in each document *which must be entered by the Exporter* shall agree one with the other. And after signing the declaration appended to each, the exporter shall tender the three documents to the Municipal clerk appointed to receive them. This clerk shall examine them to see that the particulars entered agree one with the other. If they do not, the documents shall be returned to the exporter for the purpose of his submitting documents which do agree. No document with any alteration or erasure shall be accepted. And no alteration or erasure of any of the particulars entered by the exporter shall be made at any time by either the Railway or the Municipal staff.

On the clerk satisfying himself that the documents agree he shall pass them on to the Municipal Register clerk who shall enter particulars—Columns 1 to 10 in a Register Book—in the following form :—

Register of Town Duty Export Notes.

As declared by Exporter.										As Certified.						
Date of receipt.	No.	Name of Exporter.	Name of Consignee.	Station to which exporting.	Number of packages.	Description of Packages.	Description of Goods.	Import or Customs marks.	Weight or Quantity.	Number of Packages.	Description of Packages	Description of Goods.	Import or Customs Marks.	Weight or Quantity.	Railway Marks.	Consignment Note No.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

After registering the documents the clerk shall stamp each with a stamp bearing the following impression and enter in ink the number and date and his own initials. The No. for the 3 documents, *viz.*, "The Original Town Duty Export Note," "The Duplicate Town Duty Export Note" and "The Railway Consignment Note," will of course be the same for each set. The clerk shall also impress with a stamp the word "Original" on one of the Town Duty Export Notes and the word "Duplicate" on the other.

TOWN DUTY REFUND.
No. ———————
Date ———————
Clerk's Initials.

When the documents have been duly registered and stamped as above described the clerk shall hand the Original Town Duty Export Note and the Railway Consignment Note to the Exporter, keeping the Duplicate Town Duty Export Note with him.

The exporter on receiving the documents from the Register clerk shall hand them over to the Railway official whose duty it is to verify the particulars entered in the documents with the goods

actually brought for export. The result of his verification should be endorsed on both the Original Town Duty Export Note and the Railway Consignment Note. And this should be done by filling in the columns of the form, as noted below, which should be printed on the Railway Consignment Notes used for Town Duty Refund purposes as well as on the Original and Duplicate Town Duty Export Notes.

Date.	Number of Packages.	Description of Packages.	Description of Goods.	Import Marks	Weight or Quantity.	Railway Marks.	Consignment Note No.
1	2	3	4	5	6	7	8

(Signature of Railway Official)————,

Weigher.

(Signature of Municipal Official)————,

Inspector.

The Chief Inspector shall allot to the two Inspectors as well as to himself the various consignments to be verified and this verification shall take place at the same time the Railway Official is doing his verification. If it is possible all consignments in respect of which Town Duty Refund is claimed shall be verified by a Municipal Inspector. On the Original Town Duty Export Note and on the Railway Consignment Note in connection with consignments verified by the Municipal Inspector, this officer shall attach his signature below that of the Railway Official.

Each Municipal Inspector shall keep a Note Book in the following form in which details of each consignment he verifies shall be duly entered at the time of verification :—

Date.	No. of Town Duty Export Note.	No. of Packages.	Description of Packages.	Description of Goods.	Import Marks.	Weight or Quantity.	Railway Marks.	Consignment Note No.
1	2	3	4	5	6	7	8	9

After a consignment has been duly verified, the Original Town Duty Export Note shall be countersigned by the responsible Railway Official appointed for that purpose, and handed back to the exporter whose acknowledgment of receipt should be obtained in a book kept for that purpose.

The Railway Consignment Note should be handed to the Municipal Register clerk who will then complete his register by entering in columns 11 to 17 the details as given by the verifying Railway Officials on it, and then return the document to the Railway authorities.

The Duplicate Export Town Duty Note shall also be endorsed by the Register Clerk with the details as entered by the Railway verifier on the Railway Consignment Note. And to such consignments as have been also verified by the Municipal Inspector a comparison of the details entered in his Note Book should be made by the Inspector with the entries in the Register and on the Duplicate Export Note, both of which he should initial.

The Register clerk shall forward each day to the Revenue and Refund Audit Officer all the Duplicate Town Duty Export Notes registered by him the previous day. The Nos. of these Notes shall be entered in a despatch book in which the acknowledgment of receipt will be given.

CHAMBER OF COMMERCE,
BOMBAY, 14th April 1904.

The GENERAL TRAFFIC MANAGER, G. I. P. RAILWAY, Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. G.G. 681 of the 2nd instant, giving cover to copy of a memoramdum which you have received from the Bombay Municipality, setting forth the procedure to be observed at your Wadi Bunder Station in respect to the certification of exports for the purpose of obtaining refunds of Town Duty.

The Committee will be glad if you will ascertain from the Municipality the reasons for the proposed change in the procedure referred to, and on hearing from you they will further consider the matter.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

No. G. G. 681—4.

GREAT INDIAN PENINSULA RAILWAY COMPANY,
GENERAL TRAFFIC MANAGER'S OFFICE,
BOMBAY, 16th April 1904.

To the SECRETARY, the CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—Your letter, dated 14th April 1904. The reason why the Bombay Municipality have proposed a change in the procedure referred to is indicated in the closing para. of the Municipal Commissioner's memorandum No. 33949 of 13th February 1904 of which I sent you a copy with my letter of the 2nd instant, namely "the occurrences of frauds under the present system of granting refunds."

2. In our opinion the system proposed by the Municipality would hamper the trade, hence it was thought very desirable that the Chamber of Commerce and the Grain Merchants' Association should be approached with the object of ascertaining their views. The change of procedure is not desired by this Railway but is one contemplated entirely in the interests of the Municipality.—Yours, &c.,

A. MUIRHEAD,
General Traffic Manager.

CHAMBER OF COMMERCE,
BOMBAY, 22nd April 1904.

The GENERAL TRAFFIC MANAGER, G. I. P. RAILWAY, Bombay.

DEAR SIR,—With reference to your letter No. G.G. 681-4 of the 2nd instant, and your further communication No. G.G. 681-4 of the 16th idem, relating to the procedure proposed to be observed by the Bombay Municipality at Wadi Bunder Station of your Railway, in respect of certification of exports for the purpose of obtaining refunds of Town Duty, the matter has received the careful consideration of the Committee of the Bombay Chamber of Commerce, and I am instructed to say that they are strongly opposed to the scheme embodied in the memorandum forwarded to you by the Municipality. The Committee consider that in practice the proposed procedure would only add to the delays now experienced, and impose on exporters an additional tax in the form of increased gratuities.—I am, &c.,

C. J. MICHAEL,
Assistant Secretary.

APPENDIX T-3.

MUNICIPAL LICENSES IN RESPECT OF PREMISES FOR STORAGE OF COTTON SEED.

CHAMBER OF COMMERCE,
BOMBAY, 12th November 1903.

The MUNICIPAL COMMISSIONER, Bombay.

SIR,—It has been brought to the notice of the Committee of the Bombay Chamber of Commerce that merchants using premises for the storage and packing of cotton seed have recently been required to take licenses under Section 394 (1) (*a*), Schedule M. The Committee are aware that Schedule M expressly includes the storage or packing of cotton seed, but they are unable to find any reasonable grounds for grouping cotton seed with the dangerous or objectionable commodities named in that schedule. They think it will hardly be contended that the storage and packing of cotton seed is either dangerous or objectionable and since a large trade in this article has come into existence they propose if necessary to approach

Government with a view to such an amendment of Schedule M as will extend to cotton seed the exception already made in respect of cotton in pressed bales. They believe, however, that the principle on which they would found their representation is one that would be recognised by you as reasonable; and under their instructions I have the honour to enquire whether you would be prepared to propose to Government to make the exception suggested in favour of the storage and packing of cotton seed, or whether you know of any good reason why such exception should not in the public interest be made.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 4th December 1903.

The MUNICIPAL COMMISSIONER, Bombay.

SIR,—In continuation of my letter of the 12th ultimo, on the subject of the levy of License Fees in respect of premises used for the storage of cotton seed, I am directed to say that the Committee have received further complaints from which it appears that a firm dealing in cotton seed is being called upon to take out a separate license and to pay a separate fee of Rs. 30 in respect of each godown in which it may store that article.

2. I am to say that the imposition of this charge appears to my Committee to be entirely unreasonable and to constitute a real hardship; and believing that the matter when put before you will present itself to you in the same light, they instruct me to beg that pending the necessary alteration in the law, you will suspend a rule, which imposes a quite gratuitous charge upon what is becoming a very important trade.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 30226 of 1903-1904.
MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 11th January 1904.

To the SECRETARY, CHAMBER OF COMMERCE.

SIR,—With reference to your letter of the 12th November last, enquiring whether I would propose to Government to exempt cotton-seed from license, etc., I have the honor to inform you that as

the article in question is of a highly inflammable nature its storage must, in my opinion, be regulated, and the extension of trade to which you refer renders this the more necessary. I shall therefore oppose any proposal to exclude cotton-seed from the list of articles given in Schedule M (4) of the Act.

As regards your letter of the 4th ultimo, I have the honor to state that for each place where cotton-seed is stored, etc., a separate license has to be taken out on payment of a separate license fee which depends on the quantity found stored at the time of inspection, as under Section 394 a license is necessary in respect of each premises used for the purposes mentioned in Schedule M.—I have, &c.,

W. L. HARVEY,
Municipal Commissioner for the City of Bombay.

CHAMBER OF COMMERCE,
BOMBAY, 22nd January 1904.

The MUNICIPAL COMMISSIONER FOR THE CITY OF Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to ackowledge the receipt of your letter No. 30226, dated the 11th instant, on the subject of the licenses for premises used for the storage of cotton-seed. I am to say that the Committee have been unable to discover any reason for the assumption that cotton-seed is "highly inflammable", but find on the contrary that Insurance Companies take it at the same rate as other oil-seeds, while shipping companies do not in any way discriminate against it. I am to inform you that the Committee are accordingly addressing Government in the matter—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 22nd January 1904.

The SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to hand you copies of correspondence that has passed between them and the Municipal Commissioner for the City of Bombay in the matter of the levy of license fee in respect of premises used for the storage of cotton-seed. It will be seen that the Municipal Commissioner founds

his opposition to the exclusion of cotton-seed from Schedule M on the assumption that it is "highly inflammable." I am instructed to say that the Committee have been unable to discover any reason for this assumption. The article is classed by Insurance Offices as non-hazardous and is taken at the same rate as other oil-seeds; while Shipping Companies do not in any way discriminate against it.

2. My Committee therefore direct me to submit that the article cotton-seed has been included in Schedule M on insufficient premises and under a misapprehension as to its nature, that the license fees levied by the Municipal Commissioner constitutes a gratuitous charge upon an important and increasing trade, and that Government might fittingly intervene to prevent their further levy.—I have, &c.,

H. E. E. PROCTER, Dy. Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 460 of 1904.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 28th January 1904.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 22nd instant, regarding the levy of a license fee in respect of premises used for the storage of cotton-seed and to state that it will be laid before Government.—I have, &c.,

A. R. KING, *for* Secretary to Government.

No. 2087 of 1904.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 25th April 1904.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to your letter of the 22nd January 1904, I am directed to state that the Municipal Commissioner for the City of Bombay intimates that it is not a fact that the provisions of the law as to the storage of cotton-seeds have only recently been put in force, but that they have been in operation ever since the passing of the City of Bombay Municipal Act, 1888, and that the merchants trading in this commodity have been, for years, paying the requisite fee without any demur. He observes that Insurance

and Shipping Companies may not treat the article as specially dangerous owing to keen competition, but that the seeds, which are covered with dry fluff externally and contain a large quantity of oil, are of a highly inflammable nature and that in the event of a fire their presence in large quantities would be a material factor in causing the spread of it. He is therefore of opinion that it is necessary that the storage of this article should only be permitted in such places as are considered reasonably safe from fire.

2. I am to state that, having regard to the Municipal Commissioner's objections and especially to the statement that cotton-seed is highly inflammable, it does not appear to His Excellency the Governor in Council that a sufficiently strong case has been made out for introducing the proposed amendment of Schedule M of the Act.—I have, &c.,

J. SLADEN,
Ag. Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 4th May 1904.

The ACTING SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2087 of the 25th April 1904, in reply to the Chamber's representation, dated 22nd January 1904, in which the Committee begged that, for the reasons stated, Government may be pleased to amend Schedule M of the Municipal Act so as to exclude the levy of license fee in respect of premises used for the storage of cotton-seed.

2. Your letter has had the careful attention of the Committee and I am now to submit the following observations in the hope that the matter may receive the further consideration of His Excellency the Governor in Council.

Storage.—On this point the Committee are informed by a leading European Mercantile Firm in Bombay,—who are in a position to speak with authority on such matters—that this commodity is not subject to spontaneous combustion and is not more inflammable

than other seeds for the simple reason that in a heap of cotton-seed the air cannot penetrate, and if a fire occurred it would only burn on the surface.

Shipment.—With reference to the statement of the Municipal Commissioner that "Insurance and Shipping Companies may not treat the article as specially dangerous owing to keen competition," I am to say that the Committee have made full and careful enquiries on this point, and the information obtained by them as regards shipment shews that cotton-seed is invariably regarded as *ordinary cargo* and is treated accordingly, *i.e.*, it is stored along with other cargo in the Dock godown or shed prior to shipment and is stowed on board the steamer like any other oil-seed without special precautions. In this connection it seems highly improbable that the Trustees of the Port would permit cotton-seed to be stored in the Dock sheds in the ordinary way if the article were, as is stated by the Municipal Commissioner, of a "highly inflammable nature."

Insurance.—Enquiries instituted by the Committee show that cotton-seed is insured at non-hazardous rates, and this fact of itself is sufficient to prove that Insurance Companies do not consider it dangerous when stored in ordinary godowns. A fairly high rate of insurance is fixed for cotton-seed cleaning factories and godowns in the compounds of such Factories, but *cotton-seed itself is not included in any list of hazardous goods* published by the Bombay Association of Fire Insurance Agents. I am further to observe that competition between Insurance Companies would not be sufficient to prevent a high rate being fixed if the article were really dangerous.

Exports.—The export foreign trade in cotton-seed has increased rapidly during the last few years as will be seen from the subjoined statement, the figures being for the official years :—

Years.	Cwts.	Tons.
1898-99	13,546	677
1899-1900	19,449	972
1900-01	198,766	9,938
1901-02	1,997,459	99,873
1902-03	3,859,459	192,972

In view of these figures and the additional facts—the evidence of Merchants, Shipowners, and Fire Insurance Companies who have an intimate knowledge of the article—which I have the honor to place before Government, I am once more to respectfully urge, on behalf

of the Committee of the Chamber, that the imposition of the charge referred to on an important and increasing trade is unnecessary and not justified by facts. The Chamber would therefore beg that the matter be reconsidered by Government, and that His Excellency the Governor in Council may be pleased to issue the necessary orders for the suspension of the fee in question pending an amendment of Schedule M of the Municipal Act in the sense recommended by the Chamber.—I have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Asst. Secretary.

No. 3826 of 1904.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 23rd July 1904.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter of the 4th May 1904, I am directed to forward copy of letter No. 8240, dated the 11th ultimo, from the Municipal Commissioner for the City of Bombay, and to state that Government consider that the licensing or not of places for the storage of cotton-seed may well be left to the discretion of the Municipal Commissioner under Section 394 (1) (*d*) of the City of Bombay Municipal Act, 1888, and that in view of the small amount of fees concerned and the little hindrance that is placed on the trade in the article by the action of the Municipal Commissioner, its exclusion from Schedule M of the Act does not appear to be a matter of any urgency. Government would however be prepared to consider an amendment with this object when any portion of the Act next comes under amendment. Meanwhile, I am to suggest that the Chamber should endeavour to demonstrate to the Municipal Commissioner that cotton-seed is not combustible.—I have, &c.,

J. SLADEN, Acting Secretary to Government.

No. 8240 of 1904-05.

MUNICIPAL COMMISSIONER'S OFFICE,
11*th June* 1904.

To the SECRETARY to GOVERNMENT, GENERAL DEPARTMENT.

SIR,—With reference to your No. 2592 of the 21st May last, herewith returned, I have the honour to state that I have nothing to add to my previous reports regarding the merits of the case which were written after consultation with responsible officers.

2. If, as suggested by the Chamber of Commerce, the provisions of Section 394 and Schedule M are to be so amended as to exclude cotton-seed from the obligation of a license and a license fee, I can see no reason why timber, firewood, &c., should not also be excluded, as these articles are in no way combustible than cotton-seed.

3. The fact of the trade in cotton seed having grown so rapidly and enormously as shown by the Chamber is an argument in favour of the exercise of a greater control over the storage of such large quantities of this commodity than has been the case hitherto.

4. The license fee for cotton-seed collected during the year 1902-03 amounts only to Rs. 1,885. The total cost of the 3,859,459 cwts. exported year before last (at Rs. 2 per cwt., which is the average price) comes to Rs. 7,718,918. The license fee is therefore about 4 pies per cwt. which cannot be considered a heavy burden on the trade.

5. It may be remarked that even if cotton-seed were omitted from the list of articles specified in Schedule M, a license would still be required under Section 394 (1) (*d*).—I have, &c.,

(Sd). W. L. HARVEY,
Municipal Commissioner for the City of Bombay.

APPENDIX V-1.

AGRICULTURAL CONFERENCE ARRANGED BY GOVERNMENT.

No. A/4323 of 1904.

POONA, 20*th July* 1904.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—It is proposed to invite a few gentlemen who are interested in agricultural subjects to meet the officers of this Department and the Inspector-General of Agriculture in India, in Poona, in the course of the last week of August, on a date which will be settled subsequently. I have the honour to enquire whether your Chamber are willing to depute a representative to attend this meeting.

The object of the meeting is to give gentlemen who are interested in the work of the Department information as to what is being done and to receive suggestions as to useful lines of further development.

If your Chamber will send a representative, I venture to ask that I may be favoured, at as early a date as convenient, with a note stating the points on which suggestions will be made to the Department or regarding which information is asked from the Department.—I have, &c.,

H. S. LAWRENCE,
Director, Land Records and Agriculture, Bombay.

CHAMBER OF COMMERCE,
BOMBAY, 4th August 1904.

To H. S. LAWRENCE, Esq., I.C.S.,
DIRECTOR OF LAND RECORDS AND AGRICULTURE, Bombay (Poona).

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. A-4323 of the 20th ultimo, in which you enquire whether the Chamber would be willing to depute a representative to attend a meeting of the officers of your Department and the Inspector-General of Agriculture in India, in Poona, in the course of the last week of the current month.

2. I am to convey to you the thanks of the Chamber for your invitation, and to say that Mr. Marshall Reid, C.I.E. (Deputy Chairman of the Chamber), will be pleased to attend the said meeting on behalf of the Committee of the Bombay Chamber of Commerce.

3. With regard to the second para. of your letter, I am to subjoin the points on which the Chamber would be glad to have information through their representative :—

(1) The members of the Chamber of Commerce as merchants and exporters are necessarily deeply interested in the agricultural progress of the Presidency and in its ability to hold its own in the competing markets of the world, and any move which has for its objects the improvement of the quality and the increase of the outturn of existing products or the introduction of new products which are likely to be profitable must command the support of the Chamber.

(2) The Committee are aware that important experiments in cotton, sugar cane, and many other articles have been made by Government, and the results have in many cases been published and are available. But the Committee would like to know in what manner these experiments are carried out, and in what way the knowledge gained therefrom is disseminated among the people concerned.

(3) With regard to *experiments*, the Committee would ask—

(*a*) Whether Government draws up a programme of experiments for each season, and whether the programmes and the results are published and are available.

(*b*) Whether experiments are made in single plots or whether a number of plots of considerable size and in different districts are dealt with in the same season in order to save time and obtain more reliable results.

(*c*) Whether it is the duty of those in charge of experiments to study through official publications what is going on in other countries, thereby probably reducing the chances of failure to some extent and enabling them to realise what sort of competition has to be met.

(4) As to *dissemination* of acquired knowledge it would be interesting to know—

(*a*) Whether agriculturists get the opportunity of witnessing the results of experiments.

(*b*) Whether reports of experiments are published in the vernacular and distributed to those likely to be interested.

(*c*) Whether Government take steps to induce agriculturists to experiment on their own lands.

(*d*) What number of officers are employed in the work of disseminating the knowledge acquired through experience.

(5) The Committee think it best to confine themselves to the above general points for the present rather than take up the time of the Department by questions as to particular articles which may or may not have been included in the Government experiments.

(6) When the Committee are made aware of the systems under which experiments are now being carried on and have information as to the articles included or intended to be included in the Department's programme, they may be able to make suggestions as to the articles so included or to recommend others which seem to them as merchants to be of greater interest.

(7) As members of the Chamber are in communication with the consuming markets of the world they should be in a position to supply Government with useful information as to the qualities and prices of the different articles which concern the agriculture of the Presidency, and the Committee will gladly place at the disposal of Government such information as may be available. The Committee may further be of assistance to Government in giving information from the records, publications, and books of reference in their possession.—I have, &c.,

C. J. MICHAEL,
Assistant Secretary.

D. O. No. 645.

POONA, 16th August 1904.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—With reference to your letter, dated 4th instant, accepting the invitation to attend the meeting on agricultural matters in Poona, I beg to inform you that the date has now been fixed for the 2nd of September. The meeting will be held at 11 a.m. at the office of the Director, Land Records and Agriculture, No. 21, Civil Lines, Poona.—Yours truly,

H. S. LAWRENCE,
Director of Land Records and Agriculture, Bombay.

NOTE ON EXPERIMENTAL FARMS IN THE BOMBAY PRESIDENCY.

Below is a short sketch of the directions in which experiments are being conducted on the farms in charge of the Deputy Director of Agriculture.

2. As soon as definite results are obtained on any one farm in the form of an improved strain of a field crop, it is hoped that "**outpost" demonstration plots** (each of about 5 acres area) will be established round that farm. On these "outposts" results obtained on the central farms will be demonstrated to the cultivators. For this purpose the "outposts" must not be so far distant as to lose touch with the "base," that is, they must be in the same agricultural tract as the latter, as determined by the character of rainfall, soil, &c.

3. At present the great desideratum of the department is trained assistants; until these are forthcoming, little can be done in the way of bringing results to the notice of cultivators other than those in the immediate neighbourhood of the farms mentioned below.

SURAT FARM.

4. The work of this farm will be a continuation of previous investigations with additions.

5. Experiments on the **manures and crop rotations** in the district have now been conducted systematically for 7 seasons; these will be continued, and after another two years (if normal) it will be possible to draw definite conclusions in respect of their several merits.

6. **Selection of seeds**, especially of *cotton* and *jowari*, plays a large part in the work of the farm. The selected jowari commands a price 5 per cent. above ordinary bazar seed. In the present season the yield and quality of the selected cotton will be tested against a crop obtained from bazar seed.

7. Other crops, such as *tur* and *til*, are also being carefully selected.

8. **Imported Varieties** of several crops, especially *groundnuts*, *wheat* and *jowar* are being tested as to their suitability to conditions in Surat. *Virginian* and *large Japanese* groundnuts show a decided superiority in yield over the local varieties; it is objected, however, that they require more carefully guarding against crows, jackals, peacocks, etc.

9. Definite results may soon be looked for with regard to *hybrid cotton*. It is almost beyond doubt that a strain giving a *higher yield* than Broach Deshi will be obtained. Improvement in *quality* of fibre will be a slower process and involve a large amount of work.

NADIAD FARM.

10. The experiments on the new area are this year necessarily preliminary in character, and consist, for the most part, of simple manurial experiments on the staple crops of the district. It is most important that the land should first be brought into a clean and even condition before attemping to enter on any organized plan, as such a plan is an impossibility on an area of unknown character as to soil, "condition," etc.

11. The farm is intended, in the first case, for the improvement of the cultivation of **tobacco** in the district.

So far as the experiments on the old area go, all imported varieties have degenerated or tended to degenerate to the quality of the local.

12. It would appear that experiments on tobacco may be conducted in two directions with a view, respectively, of—

(i) *increasing the quantity* per acre of the indigenous varieties;

(ii) *growing finer varieties* for export.

There is no local demand for fine varieties, a coarse strong leaf being required for local consumption.

13. **Increase in quantity** is largely a matter of cultivation and selection of the seed of local varieties and experiments will be made in this direction.

14. The growth of **fine varieties** demands apparently two conditions, *viz.*,

(*a*) *shade* for the growing crop;

(*b*) a *curing-house* for the harvested product.

At present funds are available for neither of these essentials, but next year it is hoped that experiment in this direction may be started.

15. Improvement in **methods of cultivation** and in **seed** (by selection, introduction, &c.) will be attempted in the case of *other crops* such as *bajri*, *kodrâ*, *nagli*, *guvâr*, &c.

16.. Owing largely to prevalence of plague and partly to bad seasons, the price of **tobacco** has decreased greatly since the famine. The former cause is responsible for the fact that dealers will not visit the district, and the latter that the quality of tobacco produced is inferior. In consequence, many cultivators are substituting the cultivation of **cotton** for that of tobacco; this tendency to change is also aggravated by the enormous profits obtained for cotton during the past season owing to manipulation of the material in America.

17. It appears, then, that the cultivation of **cotton** should find a place on the farm.

18. As on other farms **seeds** grown are distributed to cultivators.

19. For this purpose a 5 H.P. oil engine and a pump have been erected on one of the wells.

DHARWAR FARM.

20. The remarks in para. 10 about the Nadiad Farm apply equally to this, as operations were only commenced in April of this year.

21. One of the directions experiments will take is the **acclimatisation** *de novo* and hybridisation of *American cotton*. It would appear that in previous experiments to this end no systematic attempt had been made to find the exact period at which sowing should take place. At present the acclimatised American is sown at the end of August or beginning of September, and flowers in December. This is probably at least a month too late.

22. The **improvement** of the *local cotton* (Kumta), *jowar*, *wheat*, &c., will be attempted as at Surat.

23. Experiments will be made in selections of a **disease-resistant strain** of *potatoes*. This year much damage is being done by a disease similar or identical with the "Early Blight" of America.

24. Prevention of "**smut**" **in Jowar** will be demonstrated as at Surat. This disease annually causes very serious loss in the Karnatic, and can easily be entirely prevented with an expenditure of a fraction of an anna per acre.

25. Testing local **methods** and **implements** of cultivation as compared *inter se* and with those used in other districts, *e.g.*, cotton and jowar, are not "thinned out," an operation which is found essential in all other parts of the world where these crops are grown.

26. Testing the comparative value of **rotations** and crop mixtures.

27. Testing the comparative value of **manures** ("green" and otherwise) which are within the reach of the cultivators, *e.g.*, castor, cake, &c. (manufactured locally).

SIND FARM.

28. An area of 40 acres was temporarily taken up in March on the Hiral Wah for the purpose of improving the methods of cultivation, especially **irrigation**—and the crops, especially **cotton**—grown in the province. Owing to the lateness in the season at which operations could be commenced and to the badly manipulated water-supply on this canal, it was possible to put only some 15 acres under *Egyptain* and *American cotton* before the sowing season had passed. About twice this area has, however, been sown by cultivators with Egyptian cotton seed supplied by this department. Up to date the experiments promise valuable results.

29. Owing to various causes it is probable that the site of these experiments will in the coming season be transferred to Mirpurkhas (on the Jamrao Canal).

30. **Groundnut** cultivation in Sind is also receiving attention, and it is hoped that as soon as suitable subordinates are forthcoming, a special farm on the sandy land under the Nasrat Canal will be started for this crop.

31. As early as possible other farms in Lower Sind will be established with the special aim of checking the ruinous practice of **over-irrigation** now common under the perennial canals. The quality and yield of **wheat**, especially owing to this cause, is very poor.

32. On these farms introduction of **foreign crops** (especially Egyptian) will be a prominent feature.

KHANDESH FARM.

33. Last year a small plot was taken up at Dhulia for the growth of **hybrid cottons** and the comparison of several varieties of local and imported *cottons* and *jowars*.

34. With regard to the *hybrid cottons* it is too early to make any definite statement, but several are promising; several of the *jowar varieties* were eagerly sought after by neighbouring cultivators.

35. This year operations have been transferred to Jalgaon for several reasons and will be continued there.

36. The plot is at present only temporary and intended especially for experiments in improving the **Khandesh cotton** by hybridisation with Broach and other finer varieties.

37. It is hoped that at no distant date a *permanent* farm may be established in the district so as to give more assured continuity to the work.

F. FLETCHER, M.A., B.Sc., &c.,
Deputy Director of Agriculture, Bombay.

APPENDIX V-2.

COTTON CULTIVATION.

IMPROVEMENT OF STAPLE—OFFICIAL EFFORTS.

Letter from the Government of India to the Right Honourable St. John Brodrick, His Majesty's Secretary of State for India, No. 60, Department of Revenue and Agriculture, Economic Products, dated Calcutta, the 31st December 1903.

WITH his Despatch No. 62 (Revenue), dated the 10th May 1901, Lord George Hamilton forwarded for our consideration a Memorandum which had been drawn up by the Intelligence Committee of the Board of Trade regarding the packing of Indian cotton and the

possibility of a better quality of cotton being profitably grown in India. Subsequently with his Despatch No. 129 (Revenue), dated 13th September 1901, His Lordship forwarded a copy of two questions which had been put to him in the House of Commons on the subject, and asked to be furnished with full particulars of any experiments that had been made in India with the object of improving the cultivation of Indian cotton. Recently we have received a further despatch * forwarding a report of a Meeting held by the British Cotton Growing Association at Manchester on the 10th June 1903, with regard to Indian cotton. Some time must necessarily elapse before we are in a position to state finally our conclusions on this important subject, but we desire to inform you, without waiting further, of the action so far taken by us on the three Despatches referred to above.

* No. 99 (Revenue), dated the 17th July 1903, and enclosures.

2. In these Despatches two questions are dealt with—first, the question of improvement in the packing of Indian cotton, and, secondly, the improvement of its quality and increase of its production. As regards the first question, a copy of the Despatch of the 10th May 1901, was forwarded with our letter No. 2957, dated 15th July 1901, to the Government of Bombay, who were referred to the correspondence ending with Lord George Hamilton's Despatch No. 8 (Revenue), dated the 18th July 1895, on the subject of the adoption of measures for the prevention of frauds in the cotton trade and the deterioration of the cotton grown in the Bombay Presidency, and were asked whether consultation with the Local Chamber of Commerce would enable them to make any further proposals on the subject of the mixture of different qualities of cotton in packing for export. The Bombay Government replied in their letter No. 8845, dated 19th December 1901, adhering to the view expressed in paragraph 4 of their Despatch to the Right Honourable Sir Henry Fowler, No. 16, dated 14th June 1895, and concurring in the further opinion expressed by the Bombay Chamber of Commerce in their Secretary's letter of the 17th October 1901, that no practicable measures on the part of Government would remedy the evils complained of.

Vide Proceedings of the Department of Revenue and Agriculture for May 1902, No. I. E. P.

3. The prevention of adulteration and admixture is an exceedingly difficult question which has been on many occasions under

discussion, and regarding which the views of the mercantile or manufacturing community interested in the matter have been sought not only in this country but in Liverpool and Manchester. For about 20 years from 1863 to 1882 an attempt was made to prevent the evil by legislation, and a brief account of the action taken under the Acts that were passed will be found at page 72 of Volume IV of the Dictionary of the Economic Products of India. In 1891 the question of reviving penal legislation was raised by Mr. (now Sir) Evan James, and remained for some years under investigation. Eventually the Bombay Government in a Despatch of 21st June 1895, reviewed the results of the investigations, and expressed an opinion strongly unfavourable to the measures suggested—measures which had been emphatically opposed by almost all persons engaged in the cotton trade. In the Despatch of 18th July 1895, already referred to, Lord George Hamilton expressed his concurrence in the view taken by the Government of Bombay, the soundness of which we see no reason to doubt, and to which they still adhere.

4. The second and more important question of improving the cultivation of Indian cotton has also received much attention in this country, though undoubtedly with little practical result up to the present. As Sir G. Watt has pointed out in the papers forwarded with Lord George Hamilton's Despatch of 17th July last, efforts were at first directed too much to the acclimatisation of exotic species. More recently attention has been given to the improvement of indigenous varieties at the various Government farms, and we are convinced that in this direction lies our best hope of success. The great importance of improving the quality of Indian cottons has always been recognised by the Government, and when an Inspector-General of Agriculture was appointed in 1901, he was asked to devote his first attention to the subject. Experiments were then undertaken on a more extensive scale under the personal supervision of the Inspector-General, who had studied the methods adopted in America. The cultivation of exotic varieties has not been discontinued, but the main object of the experiments has been the improvement of the quality of indigenous varieties and the possibility of obtaining new and improved varieties by hybridisation. The results attained up to the present are described in a note, dated 15th August 1903, which is enclosed, and a copy of which has already been sent to the Cotton Growing Associa-

tion, Oldham. We have also received, while this Despatch was under preparation, a report on the whole subject from the Inspector-General, a copy of which we enclose, which contains very full information regarding the measures that have been taken, and the methods which it is intended to adopt in the future. The more important operations are being carried out at Surat, but experiments under the general direction of the Inspector-General are also being made in Behar, the United Provinces, and the Punjab. The Inspector-General has now the assistance of Mr. Fletcher, the Deputy Director of Agriculture in Bombay, who is, it is understood, specially interested in cotton cultivation, and the experiments will therefore have every chance of success. It must necessarily, however, take some years before any definite results can be reached.

5. Two suggestions are made in the enclosures of the Despatch of 17th July 1903, namely, that a survey should be made of the existing cottons of India, and that seed farms should be established all over the country. The first of these proposals, as put forward by the British Cotton Growing Association, is based on recommendations made by Sir George Watt, which have already been brought before the Government by the Board of Scientific Advice, and have been approved. The recommendations of the Board will be found in their Proceedings forwarded with our Despatch No. 42, dated 27th August 1903. The survey is now being pushed on by the Reporter on Economic Products acting in conjunction with the Director of the Botanical Survey. We think it of more importance to press on the survey than to adopt the suggestion of the Association that gentlemen of experience should be appointed to investigate the methods of cotton-growing in other countries. Valuable information might possibly be collected by this means, but it would not assist the survey of indigenous varieties. The methods of the Indian cultivator cannot be suddenly changed, and we see no reason to suppose that any results would be obtained sufficient to justify the expenditure.

6. The establishment of seed farms has also been recommended by the Board of Scientific Advice, and is under the consideration of the Inspector-General of Agriculture. The attempts made in the past to place improved descriptions of seed within reach of the ryot have not been uniformly well judged or successful. It is intended, however, as the report of the Inspector-General shows, to

take action in the direction suggested as soon as the experiments now in progress have proved the adaptability of improved types of cotton to the ordinary conditions of soil and climate in particular districts. We hope shortly to be in a position to distribute seed from Government farms, and the results must be awaited before any large scheme for establishing numerous depôts for cotton seed as contemplated by the Association and by the Inspector-General is embarked upon. The first thing to be done is to establish our type; the second to convince the cultivator of its value.

7. We shall keep you informed of the further results of the investigation and experiments, that are being conducted in the Botanical and Agricultural Departments, and we have issued instructions that the British Cotton Growing Association of Lancashire should be supplied with copies of all Reports and Forecasts regarding cotton and cotton cultivation in India.—We have, &c.,

(Signed) CURZON.
KITCHENER.
T. RALEIGH.
E. FG. LAW.
E. R. ELLES.
A. T. ARUNDEL.
DENZIL IBBETSON.

ENCLOSURE 2 IN No. 1.

Letter from J. W. Mollison, Esq., M.R.A.C., Inspector-General of Agriculture in India, to the Secretary to the Government of India, Department of Revenue and Agriculture, No. 542 C., dated the 30th November 1903.

In reference to your No. 3782-33—4 of 18th October 1901, I have the honour to submit the following report:—

2. I have given particular attention to the improvement of Indian cotton during the last three years. My enquiries may be grouped under the following heads:—

I.—The characteristics and comparative values of the numerous indigenous varieties and their adaptiveness for various descriptions of soil and climate.

II.—The Improvement of indigenous varieties through the selection of seed and by cross-fertilization and selection.

III.—The value of exotic varieties for various descriptions of soil and climate and the effects of acclimatization.

IV.—The reasons why the cultivation of some inferior indigenous varieties has extended and that of some long stapled varieties has declined.

V.—Deterioration of indigenous varieties.

VI.—Are cultivators deterred from growing long stapled or fine cotton because they do not get remunerative prices for such cotton?

VII.—The means of introducing improved varieties into general cultivation.

VIII.—Are different varieties mixed in ginning or baling? Is such admixture deliberately done for legitimate trade requirements or for fraud?

3. In connection with the questions above referred to, I have seen in every Province of India, excepting Burma and Assam, nearly every indigenous variety growing in its own district. I have had almost every indigenous variety and many exotic varieties experimentally grown under varying conditions of soil and climate. I have seen in the field the results obtained by acclimatizing exotics. I know the results of experiments conducted by the various Agricultural Departments and by non-official agency. I have sought information from the various Chambers of Commerce, and from a large number of gin-owners, mill-owners, and exporters. The information obtained, as far as it is reliable, is collated below under the eight heads referred to in paragraph 2.

4. *Indigenous varieties.*—We have not yet a complete census of Indian varieties. I have examined over one hundred forms which from an agricultural point of view must be considered different. The differences have, I believe, in many cases been induced by local conditions. Experiments during the last three years have proved that the agricultural characters of any variety can be very much modified by moving it from its own district to another. The modification may cause deterioration or the reverse as regards vigour of growth, quality, and value of lint and percentage of lint to seed. The effect of acclimatization has not yet been determined. The modifications induced by differences in soil, climate, and cultivation are as considerable, in my opinion, as those produced by heredity. The practical effect is that particular varieties have

inherent characteristics which suit them for local conditions. A favourable season of well distributed and prolonged rainfall not only increases outturn but also favourably affects the length and quality of lint. Indian varieties may be broadly grouped into—

(*a*) varieties which take at least eight months to come to maturity ;

(*b*) varieties which ripen in about 5 months.

The varieties of the first group as dry crops are only suited for districts with deep moisture-holding black soil or for such districts as have an exceptionally prolonged rainy season, as for instance, in parts of Bombay and Madras where the influence of the two monsoons is felt. These late ripening varieties would in most seasons fail in the North of India where December cold would arrest or destroy growth. The plants are bushy and prolific. The length and quality and percentage of lint are fair to good, depending upon local conditions. These late ripening varieties are all of the Broach type. The influence of sea breezes on the Broach and Surat coasts improves the quality of the lint produced in these as compared with more inland districts and the fine quality of Tinnevelly cotton is probably due to the same effect. Experiments in 1902 and 1903 indicate that cotton of the Broach type can successfully be grown on worn out indigo lands in Behar, and if young seedlings will withstand the hot winds of April and May in the North of India, this type of cotton could be grown on extensive canal-irrigated tracts in the United Provinces of Agra and Oudh, Punjab and Sindh, where very inferior cotton is now grown. I will show later that something better than the Broach variety may possibly be successfully introduced into these tracts. The majority of the late ripening varieties produce lint which is suitable for 20 to 40 counts of yarn. The percentage of lint to seed is over 40 per cent. in the best Broach and under 25 per cent. in the worst Madras varieties. This inferiority is very largely due to impoverished soil, careless cultivation and no care in selection of seed.

The varieties included under group (*b*) are much more numerous than those included in (*a*). They are widely cultivated in every Province of India excepting Madras. With the exception of a very few varieties of the Bani or Hinganghat type which are grown in very limited areas, the rest produce cotton which is short and coarse but pure white in colour. The percentage of lint to seed is high or

very high except in some varieties of the Bani type. Nearly all can be grown without irrigation in every Province under varying conditions of soil and climate and with very little risk of failure and mishap. In almost all varieties the plants are tall with few side branches, few flowers, and individually are not productive. There are some varieties of this group very much better than others for general cultivation and which deserve special attention in aiming at improvement by selection of seed and by crossing with other indigenous varieties. Eighteen of the 92 varieties which I have examined are of this class. Some varieties of this group have white flowers. The lint from white flowered plants, though dense on the seed, is generally coarser and shorter than that from yellow flowering plants.

5. *The improvement of indigenous varieties.*—Our experiments have proved that the length and quality of lint and the percentage of lint to seed are improved by superior cultivation and by selection of seed from the most prolific plants continued year by year. It has yet to be shown whether these improvements will be maintained when seed is distributed extensively for ordinary cultivation. Experiments were begun in 1901 on the Bombay farms in cross-breeding with a few indigenous varieties, and the work has since been extended in Bombay and in other Provinces. This method of improvement became necessary because every indigenous variety has degenerated. This is not due to exhausted soil and inferior cultivation only. Some of the most degenerate forms are found in the rich alluvial soils of the Indo-Gangetic plains. Indian varieties have degenerated and weakened because they have been grown from the same strain of seed for many generations. I believe that cross-fertilization through insect agency or otherwise rarely occurs in cotton because each flower is fertilized by its own pollen before it opens. If natural cross-fertilization was common, the number of varieties in India would probably be legion, because excepting in Broach and Surat and in parts of Madras varieties are rarely grown unmixed. In the majority of fields several will be found growing together. A small parcel of seed received this year from Sindh produced seven kinds. In the cross-breeding experiments now in progress two main objects are in view. They are—

(*a*) to produce from late ripening varieties crosses which have greater vigour of growth and productiveness than the parents;

(*b*) to produce from the best late and best early ripening varieties crosses which are vigorous, bushy, productive plants, and which will ripen nearly as soon as the early ripening parents.

The results of these experiments indicate that the aims in view will be realized.

The (*a*) crosses are from varieties which are very similar in type and do not show any remarkable alteration of characters. They show—

I.—Increased vigour of growth.

II.—Great productiveness in some plants, ordinary productiveness or nearly barrenness in others.

There are a sufficient number of very productive plants this year to give cotton in sufficient quantity for a practical valuation by trade experts and to determine the proportion of lint to seed. I believe the productive plants are of fixed type and therefore we can soon pass on a selected cross from the experimental plot to the cultivator's field.

The (*b*) crosses are from varieties which in type are very unlike. The first effect of cross-fertilization has therefore been to produce great variation. The plants produced from seed of a single cross-fertilized ball showed in the first generation considerable variation and in the second generation great variation. In the second generation it is easy to mark the plants with promising characteristics. Cotton from the most vigorous and productive plants will be obtained in sufficient quantity for valuation by trade experts. But, I fear, variation in type will continue and there will be no extensive cultivation for some years. In regard to selected (*b*) crosses the outstanding and most reliable results are—

I.—That selected plants are much more productive and vigorous in growth than any existing quick ripening variety;

II.—They mature nearly as quickly as any of the early ripening varieties;

III.—That for this reason they may be found suitable for districts where the normal character of the season has hitherto only been suitable for inferior quick ripening varieties;

IV.—That the cotton of selected plants gave a satisfactory percentage of lint to seed and the lint was superior to that of either parent. Small parcels of lint from selected plants were valued by experts in 1902 at higher rates than Navsari (best Surat cotton).

6. *The value of exotics.*—Particular reference is made in the papers to successful experiments in Madras with Egyptian and American varieties of cotton. There were experiments conducted at Saidaped 20 to 30 years ago which have had no practical results. There is no extended cultivation due to these experiments. The only exotic cotton which is cultivated to any appreciable extent in Madras is Bourbon cotton. It was introduced about 100 years ago and a few thousand acres are now grown in the Erode (Coimbatore) district. The crop is not grown unmixed, and the lint sells at less than other Madras varieties. An acclimatized American variety has been grown for over 30 years in the Dharwar district of Bombay. Its cultivation was at one time extensive. It is now declining. "Upland Georgian" has been thoroughly acclimatized on the Nagpur Farm, and in many fields in the Central Provinces a stray plant here and there can be seen, but there is no general cultivation. Several American varieties of the "upland" type have been more or less acclimatized at the Cawnpore farm and they have been recommended for general cultivation in the United Provinces of Agra and Oudh, but with no particular success. Native cultivators have not taken kindly to exotics, because even when acclimatized, they are more risky to grow than ordinary indigenous varieties, being liable to mishaps due to insect attack, heavy downpours of rain and such like. The acclimatization of exotics in India, moreover, causes general deterioration so that in time the lint is not so valuable as that of the finer indigenous varieties. The characters of exotic varieties become altered in other ways. It can be proved that deterioration has occurred in the size of bolls, in the size of seed, in the percentage of lint to seed, and of oil in the seed. Experiments on Government farms and through non-official agency have proved that newly introduced American and Egyptian varieties do badly or fail on black soil in many parts of India and in an unfavourable season succumb far sooner than indigenous varieties on any description of soil. On the other hand, 27 newly introduced American varieties and five acclimatized American varieties did surprisingly well in 1902 at Hissar

(Punjab) on deep rich alluvial soil helped by irrigation. The quality of the lint varied between varieties far more than actual outturn. The lint of two varieties was declared suitable for 30s, of 19 varieties for 40s, of 2 varieties for 50s, of 2 varieties for 60s, and of 2 varieties for 80s. The same varieties are this year under experimental trial in Behar (Bengal) on various indigo concerns. The season has been very unfavourable. The most of them have done badly; some have failed. Acclimatized American varieties and indigenous varieties of the Broach type which were grown in comparison have done much better.

Attempts to introduce exotic varieties of cotton on the black soils of Madras, Bombay, Berars, and the Central Provinces are not likely to be successful. The adaptability of exotics may possibly be proved for the drier portions of the Indo-Gangetic plain, where, as in Behar, the rainfall is moderate and well distributed, or where, as in wide areas of the United Provinces of Agra and Oudh, Punjab and Sindh, deficient rainfall is supplemented by cheap canal irrigation. Exotics do much better on alluvial soil than on black soil. If the cultivation of any exotic variety becomes established in any district, the deterioration of lint which is caused by acclimatization may possibly be arrested and improvement may be effected by cross-fertilization. The "upland" varieties of Nagpur and Dharwar have been cross-fertilized with newly imported American varieties. The resulting crosses look promising, but I can report nothing more definite.

7. *The extension of cultivation of inferior varieties.*—The question of profit and loss is largely accountable for the extension of cultivation of some inferior varieties of cotton, and the decline in cultivation of some long stapled varieties within recent years. The most remarkable change which can be referred to is the gradual decline in cultivation of the Bani variety in the Central Provinces, Berars and Khandesh. It is known as Hinganghat cotton and has a high reputation in the trade. The Jari variety has taken its place in the Central Provinces and Berars and the Varudi variety in Khandesh. Both these varieties yield better than Bani in average seasons and are less risky to grow in a bad year. They yield, moreover, much higher percentages of lint to seed. The cultivator on an average realises more for the inferior variety crop, even though the lint of Bani is usually worth 25 per cent. more.

In some districts, notably in Kathiawar, quick ripening inferior varieties of the Jari type have been introduced in recent years. Formerly only late ripening varieties of Broach type were grown. The reasons are that the inferior variety can be grown on light soil which is unsuitable without irrigation for varieties of the Broach type. It can be grown without much risk in a year of short rainfall. It yields well in average years and the outturn is realized in five or six months. The cultivation of inferior quick ripening cottons will continue and may extend until superior varieties are found which can be grown as quickly without risk and are more profitable in average seasons.

8. *The deterioration of indigenous varieties.*—There can be no doubt that deterioration has occurred. The plant which produced lint suitable for the historical Dacca muslins either does not now exist in India or its lint has deteriorated. It is generally believed that the lint of Bani is neither as silky nor as long as that known as Hinganghat cotton thirty or forty years ago. The cotton now produced in Broach and Surat does not maintain its ancient reputation. If in these districts deterioration has occurred, there must be greater deterioration elsewhere. In no other part of India is cotton so well cultivated. The deep black soil is naturally very fertile. This natural fertility is maintained at rather a high standard, at any rate in the Broach district, by a system of thorough bare fallowing which is common. The seed is drilled in accurately straight equidistant rows. The seedlings come up thick and are thinned out by hand. Ultimately the strongest and healthiest seedlings are left in the rows. This is a natural process of selection which has gone on for many years. The practical result is that the length and quality of the lint is better than in the same type of cotton grown in other districts. The advent of ginning factories has not tended to deteriorate quality and introduce admixture of varieties in the Broach and Surat districts, but they have had that effect in many parts of India. Deterioration in cotton must occur unless seed from the most productive plants is each year saved for sowing. The custom of hand-ginning at home for seed purposes prevails in some districts, but the custom of getting any description of seed from the ginning factories is much too common. I attribute deterioration to continued cultivation from the same strains of seed for many generations, to carelessness in selection of seed and in cultivation, and to

impoverished soil, particularly in parts of Madras, the Nizam's territory, Berar, Central Provinces, and Central India.

9. *Are cultivators deterred from growing long stapled or fine cotton owing to unremunerative prices?*—It is often stated that there is no differentiation in price made by the dealers between inferior and superior varieties of cotton. This is not correct. There is a big difference in price between fine quality cottons such as Surat, Hinganghat, and Tinnevelly in comparison with such inferior short stapled cotton as is classed as "Bengal" by the traders. The superior produce of particular districts, as for instance that of Navsari in the Surat district, always commands specially high rates. There is clear evidence that spinners in India and elsewhere would give enhanced prices for Indian long stapled cotton if pure unmixed varieties were grown. The assertion that it pays the dealer to mix good and bad since the good alone does not secure the price it merits, cannot be substantiated. The present conditions of demand are such that special efforts to improve quality are very well timed. Such improvement would be profitable to agriculturists. In addition to the export demand there is an internal demand for cotton suitable for fairly high counts of yarn. I know that Bengal mill-owners have to go as far as Madras and Bombay for their requirements and pay heavy freight charges. Indian mill-owners have now to import Egyptian and, I believe, sometimes American cotton for the higher counts of yarn. It is surely conceivable that if we produce on the spot the kind of stuff they want they will pay for it. We must, however, safeguard the cultivator and keep always in view the necessity of growing only such improved varieties as are hardy enough to stand unfavourable conditions of adverse seasons and so prolific that they will yield better than existing varieties in average seasons. I have been informed by many mill-owners that there would be a big demand in India for cotton suitable for spinning 40 counts and higher counts of yarn.

10. *The means of introducing improved varieties into general cultivation.*—I am very strongly of opinion that the improvement of varieties must be worked out district by district and to a very considerable extent locally. The inherent characteristics of our best Indian varieties which are due to local conditions must not be lost. The improvements should be grafted on to these. When it is fairly certain that an improved variety of fixed type has been pro-

duced, its cultivation should be extended from the experimental plot to small Demonstration Farms in the district for which it is considered suitable. These Demonstration Farms need not exceed five acres each. They should be sufficiently numerous to prove to cultivators in a given tract that the variety is *really* an improved variety which can be profitably grown under average conditions of cultivation. If this is believed by the most skilful cultivators, extension of cultivation can be rapidly arranged for. One acre of good crop will give seed sufficient for 25 acres. Seed should be distributed in the first instance to selected cultivators on the condition that such pickings of the resulting crop as are best for seed purposes be hand-ginned and the seed made available to Government at market rates for distribution. Seed stores and a special establishment will be required in each district until its requirements are fully satisfied. The risks of damage by insects or otherwise to cotton seed stored in bulk in corrugated iron sheds with paved floors are small.

11. *Fraudulent admixture in ginning and baling.* It is certain that varieties of cotton are mixed in ginning and baling to a very considerable extent—

(*a*) To improve colour and for legitimate trade requirements;

(*b*) Fraudulently in order to mix very inferior cotton with better cotton and to increase the weight of bales by adding rubbish.

It would not, in my opinion, be expedient for Government to take measures to regulate false packing. The remedy is in the hands of those engaged in the cotton trade.

ENCLOSURE 3 IN NO. 1.

Letter from H. S. Lawrence, Esq., I.C.S., Acting Secretary to the Government of Bombay, Revenue Department, No. 8845, *dated the* 19*th December* 1901, *to the Secretary to the Government of India.*

I am directed to acknowledge the receipt of Mr. Arbuthnot's letter No. 2957-33, dated 18th July 1901, forwarding a copy of a despatch from the Secretary of State, regarding the packing of Indian cotton and the possibility of a better quality of cotton being profitably grown in India, and inquiring whether consultation with the Local Chamber of Commerce enables this Government to favour

the Government of India with any further communication on the subject of the mixture of different qualities of cotton in packing for export.

2. In reply I am to state that this Government see no reason to depart from the view expressed in paragraph 4 of the Despatch from this Government to the Secretary of State for India, No. 16, dated 14th June 1895, and the letter from the Bombay Chamber of Commerce, dated 11th November 1891, copies of which were forwarded to the Government of India with the letter from this Government, No. 4687, dated 21st June 1895 and concur in the opinion contained in the accompanying copy of a letter, dated 17th October 1901, from the Bombay Chamber of Commerce, that no practicable measures on the part of Government would remedy the evils complained of.

ANNEXURE.

Letter from F. N. Paton, Esq., Secretary, Bombay Chamber of Commerce, dated the 17th October 1901 to the Under-Secretary to the Government of Bombay, Revenue Department.

Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter, No. 6485, dated 13th September last, covering an extract from a memorandum of the Oldham Chamber of Commerce, regarding the mixture of different kinds of cotton in bales shipped from this country and the possibility of improving the Indian staple. My Committee have given the matter their careful consideration, and have consulted the Board of the Bombay Cotton Trades Association on the subjects referred to; but they can find no reason to depart from the opinion arrived at on the previous occasions when the question has been before them, namely, that the evils complained of are not such as any practicable measures on the part of the Government would be likely to remedy.

Memorandum by the Department of Revenue and Agriculture on Natural Fertilisers available for Use in Cotton Cultivation in India.

1. The areas most suitable for cotton cultivation in India are the black soil tracts of Madras, Bombay, Hyderabad, Berar, Central Provinces, and Central India, and the alluvial soils of the Indo-Gangetic plain, in Behar, the United Provinces, the Punjab,

Rajputana, and Sind. Of these two classes of soil it is generally considered that the black soil stands in greater need of artificial manure. The localities in which natural mineral fertilisers are available and the extent and nature of the deposits are stated in the following paragraphs, in which no attempt is made to deal with organic manures.

2. The supply of nitrogen in the soil may be refreshed by the application of crude nitre, which is obtainable in large quantities in Madras, the United Provinces, the Punjab and Behar from nitre earth which is scraped from the surface. The price of nitre, which is in demand for export, is relatively high, and manure in this form is not generally applied to cotton crops. Although crude nitre of 50 per cent. or 60 per cent. purity will perhaps repay the cost of transport to the black cotton soils of Bombay and Central Provinces, it has not been proved profitable for cotton growing, probably because the crops remains a long time in the ground, and, owing to the heavy downpours of rain, cannot make the most of such a soluble manure. In Behar, though the planters have large supplies of cheap nitre at hand, this manure is not generally applied to cotton or any other ordinary crop.

3. About 24 miles from Trichinopoly there is a large deposit of gypsum in a very pure form mixed with nodular phosphates of lime. The gypsum and phosphates are found mixed with a soft yellow earth which can be dug to a great depth, and are thus obtainable in very large quantities. The phosphatic nodules are of an inferior class, containing only 49 per cent. of calcium phosphates, the other principal ingredients being iron, aluminium, and silica (20 per cent.), and calcium carbonate (12 per cent.). In the north of India there are no phosphatic minerals available near land suitable for cotton, except the nodules found in the bed of the Jumna. Small quantities of phosphates are obtainable in the mica mining refuse of Nellore, in Madras and Hazaribagh in Bengal; also near the Dandot Colliery in the Eastern Salt Range in the Punjab and in East Berar. These deposits are small, and the quantity of phosphatic manure to be obtained from them negligible. In order to produce an effective manure, it is necessary to dissolve the phosphates by an admixture of sulphuric acid, and as this acid is not produced in India, the cost of the process, especially when applied to phosphates in an impure state, is high. It may be expected,

however, that when the sulphurous copper ores of India are worked, sulphuric acid will be available in the country, and the treatment of phosphatic deposits necessary to manufacture the manure may become cheaper.

4. Besides the deposit at Trichinopoly gypsum occurs in Cutch, Kathiawar, in the Salt Range in the Punjab, and in Kumaun. The substance is not generally used in India as a manure. It might, however, be utilised to make good a deficiency of sulphates in black soil, and the Trichinopoly deposit is within easy range of the Southern India cotton areas.

5. Ammonium suphate will probably be available in a few years as a byproduct coke-making in the Bengal coal fields ; but its successful manufacture depends on a local supply of sulphuric acid, to which attention has already been called, and the coal fields are at some distance from cotton areas.

6. Carnallite sylvite, and kannite have been found in the salt mines of the Punjab, but only in small deposits, and at a great distance from the chief cotton growing areas.

7. Generally it may be said that, with the single exception of nitre, which can be easily manufactured in the plains and contains both potash and nitrogen, none of the natural fertilisers of India are of immediate value to cotton growing, either on account of the distance of the deposits from the areas capable of cotton cultivation, or because of the impurities of the deposits themselves, which require the additions of acid not locally available.

BRITISH COTTON GROWING ASSOCIATION.

Memorial to Lord Curzon.

The following letter had been addressed to Lord Curzon by the British Cotton Growing Association :—

My Lord,—At a recent meeting of the Indian Committee of this Association, it was decided to try and make arrangements for a deputation to wait upon your Lordship to lay before you the views of this Association as to the best means of increasing the quantity and improving the quality of the Cotton grown in the Indian Empire. We very much regret that owing to the limited time which remained at your disposal it was impossible to arrange such a meeting and we

have therefore decided to place our views before you in writing and we trust that you will give the same your most careful consideration.

We do not think it necessary to dwell at any great length on the serious importance of the shortage which has occurred in recent years in the supply of raw cotton. The very fact that it was thought necessary to draw attention in His Majesty's speech from the Throne to the efforts of this Association to relieve that shortage, must convince everyone that this is a question of the very highest national importance, affecting the welfare not only of those directly engaged in the cotton trade, but of a very large proportion of the population of the country. Nor is it necessary for us to do more than draw your Lordship's attention to the fact that the serious losses which this country has incurred during the last two years, owing to the bulk of the Cotton Mills having to run short time, must seriously react on the prosperity of India and of the rest of the British Empire, which are so largely dependent on this country for the disposal of their products.

We would respectfully draw your Lordship's attention to the fact that the quality of cotton produced in India during recent years has undoubtedly deteriorated in quality, with the result that the cultivator receives a lower price. Very careful enquiries have been made into the question by this Association and from every source of information this fact is confirmed. As far as we can judge from the information at our disposal, the principal cause of this deterioration is the use of mixed seed and poor methods of cultivation.

We cannot impress too strongly on your Lordship's attention the very great importance of a proper supply of carefully selected seed, for this is "the most vital factor" on which successful cultivation depends. In our opinion this question of the supply of seed is of such immense importance to the prosperity of the native cultivator that we are convinced that the Government of India should not delay one moment in taking the matter into its own hands. According to reports we have received the natives are dependent for their supplies of seed for sowing on public ginneries, where apparently all sorts and varieties of cotton are mixed together and no attempt is made for keeping the better seed on one side for sowing.

We would therefore suggest that steps should be taken to establish Government Seed Farms throughout all districts where cotton is grown. On such farms continual selection of the best seed can be made year by year and so ensure a supply of the best possible seed to the native cultivators, which must result in a steady improvement in the quality of cotton produced and an increase in the amount produced per acre. The consequently higher price and larger return must naturally result in greater prosperity to the farmer.

We wish to make it perfectly clear that we do not necessarily advocate that further large attempts should be made to introduce exotic varieties. Much good will be done if careful selection is carried on with native varieties only. At the same time we would strongly recommend that further experiments should be made with American, Egyptian, Brazilian and other varieties, as it is quite possible that in some parts of India, foreign varieties may prove more successful than the native ones.

This Association is informed that the methods of cultivation in India are extremely primitive and that if it were possible to induce the native to adopt more modern methods they would reap the benefit in a larger production of higher grade cotton. There is no doubt that cotton is a plant which readily responds to high cultivation, a fact which is fully recognized by the Governments of the United States and Egypt, who spend large sums on their Agricultural Departments, with the object of helping and instructing the native cultivator.

We fully recognise the great difficulty there must be in persuading the Indian cultivator to make any change in his method of cultivation, and we are convinced that the one and only body who can do anything in this matter is the Government of India. We would therefore respectfully suggest that your Lordship would cause enquiries to be made as to the methods pursued by the Governments of those countries, and as to how far they are adaptable to the conditions prevalent in India. We ourselves have a high opinion of the industry and capability of the agricultural population of India, and we believe that it is possible for them to attain as good results from their farms, as is obtained by the inhabitants of Egypt and the Southern States of America from land which is in no way superior to that in India.

We are further convinced that the establishment of seed farms as suggested above would afford from an educational point of view most valuable object lessons to the natives in those districts where such farms were established. Further than that, they would afford valuable training grounds for native experts, who could afterwards act as advisers in other districts.

No doubt at the commencement these farms might be a considerable expense but ultimately they would be more or less self supporting as the cotton produced on them should cover the cost of cultivation and supervision.

We would also recommend for your Lordship's careful consideration the establishment of a special Agricultural Department devoted solely to cotton, and skilled experts should be engaged who are thoroughly acquainted with all the details of cultivation and the best modern systems pursued in the United States and Egypt, where the cotton is cultivated on the most scientific methods. We would suggest that in addition to the Central Institution, there should be an efficient staff in each province whose whole time should be given to cotton growing. Their duties should be to supervise and assist as far as possible in regard to the following matters :—

(1). Selection of seed. (2). The methods of cultivation including the use of manures and fertilisers. The ginning and grading of cotton, taking special care that different varieties of cotton are ginned and baled separately and not mixed together as at present. There is no doubt that success in cotton growing in the abovementioned countries is not due to superiority of soil and climate but to the superior supervision given by the Agricultural Departments.

We would also suggest for your Lordship's consideration the possibility of some form of financial assistance to the native cultivators on the security of their crops, as in Egypt and the United States, and as in the case with Indigo and Tea planters in India, so as to ensure that a reasonable interest is charged and that better profits accrue to the farmers than hitherto. Were the same facilities provided in India as are in Egypt and the United States, we are convinced that greater quantites and better cotton can be produced in India than is the case at present. Variable as the climatic conditions are in India they are at any rate no worse than those pre-

vailing in the United States, where an early frost may cut down the crop by half a million or a million bales.

We would also recommend that a proper survey should be made of the varieties now existent in India with a view to the selection of that most suited to each particular district. It would also be advisable to collect and supply full statistics as to the area planted more completely and correctly than is done at present. Further it would be of great advantage if reports embracing all provinces, were issued monthly as to the condition of the crop, as is done by the United States Agricultural Department.

No doubt the adoption of these suggestions must entail considerable outlay, but we have no hesitation in recommending them for your Lordship's consideration, as the result attained will fully justify the expense. We would point out that should the adoption of these suggestions result in an improvement of quality of only 10 per cent. (apart from the probability of an increased quantity being produced from the same acreage as is now under cultivation), the native cultivators will be to that extent more prosperous, and their increased prosperity will not only benefit India, but will react throughout every part of the British Empire which is commercially interested in our Eastern possessions.

We must also draw your Lordship's attention to the fact that the conditions are entirely different from those prevalent during the cotton famine of 40 years ago, and that the present shortage is a permanent one as apparently the limit of production in the United States has been reached and we cannot hope for any large immediate increase in supplies from North America. Further, that country with its rapidly increasing population will each year require more and more cotton for its own needs. Other countries are also requiring more cotton and there is little doubt that the demand has already overtaken the supply of raw material. It is therefore absolutely necessary that further sources of supply should be opened up with as little delay as possible, and we believe that relief from the present scarcity can be more immediately obtained in India than in any other part of the world. We are quite convinced that India with its one hundred and ninety million agriculturists and its vast variety of soil and climate, has a great opportunity of reaping an enormous advantage in cultivating cotton, and disposing of the same at the high prices which will probably be maintained

for many years to come, in fact until supply has once more overtaken demand. The labour land transit and other facilities seem to be all present, and it only requires a good strong guiding hand initiated and maintained by Government.

As an instance of what can be done we beg to inform your Lordship that in the first eight months of this year Lancashire spinners have used 102,000 bales of East India Cotton as compared with 8,000 bales during the corresponding period in the year 1900. Nor was this due to the fact that Lancashire was unable to find any other cotton suitable for her needs, but it was because the Surtee Broach produced this year has been the best cotton of that class grown for many years, and has proved most suitable for mixing with American cotton.

As a good deal of misunderstanding is prevalent as to the use Lancashire can make of Indian Cotton, we must impress on your Lordship the fact that if the quality of cotton produced in India is brought back to the old standard, it would find a ready market in this country. It is quite a mistake to imagine that the machinery in this country is not adapted to spinning Indian Cotton. The bulk of cotton used in Lancashire does not exceed 1 inch to 11-8 inches in length of staple, and there is little doubt that, provided proper methods are adopted, India could produce large quantities of such cotton, so that her farmers would have the markets of the world open to them instead of being largely confined as they are now to those countries which use only a very short staple cotton.

We are aware that some misunderstanding has arisen in certain quarters as to our motive in endeavouring to improve the quality of cotton grown in India. We must state quite clearly that we have no wish to deprive the Indian, German, or Japanese, Spinner of his cotton. If there were a large increase in India's production and if that large increase not one bale was of suitable quality for use in this country, we should still benefit by it, as it would relieve the demand on other and better cottons to our advantage. Our object is to encourage the growth of cotton wherever possible; the ultimate destination of the cotton grown will depend on the price that the buyer can afford to pay for it. If the German or Indian spinner can afford to pay more than the Lancashire spinner, the cotton will go to them. If the Lancashire spinner can afford to pay the higher price the cotton will come to him. The German,

Japanese or Indian spinner is just as much interested in the question of larger supplies as the Lancashire and American spinner. If there is any shortage in supply all must suffer alike, nor does proximity to the Cotton Fields give any permanent advantage, as is proved by the fact that the Mills in the Southern States of America have suffered most severely during the last twelve months. The one fact that we would impress on your Lordship is that if the native cultivator by improving the quality of his cotton can thereby render the same of usable quality for the Lancashire spinner, he will certainly command a larger market than he does at present and obtain a higher price. This question of cotton supply is an international one and must be looked at from a broad point of view, and as a matter of fact the Lancashire Spinner is indifferent where the increased supply comes from or goes to, so long as there is enough cotton grown to enable the Mills of the world to be fully employed. At the same time he would prefer that the British Colonies and Dependencies should participate in the profits which are ensured to cotton cultivators for many years to come.

We can assure your Lordship that the objects of this Association are absolutely unselfish and broad-minded, which is proved by the fact that we are laying out vast sums and are prepared to do so without taking any profits to ourselves for seven years, as is stipulated in the Royal Charter, which His Majesty the King has graciously granted us. If the Government of India will meet us in the matter, and are prepared to take up the question actively and to co-operate with us, then the same help we are extending to East and West Africa, to the West Indies and elsewhere, will be willingly given by us to India with far more prospects of immediate success than we can possibly hope for from any other part of the British Empire.

We therefore most respectfully submit the above for your Lordship's most careful consideration, and we are convinced that should your Lordship see your way to adopt our suggestions it will result in a large increase in the prosperity not only of India and Lascahire but of every part of the British Empire, and will also benefit the cotton trade of the whole world.—I have, &c.,

(Signed) J. ARTHUR HUTTON,
Vice-Chairman.

APPENDIX V-3.

COTTON CULTIVATION.

SELECTION AND DISTRIBUTION OF SUITABLE SEED.

No. 8568-A of 1904.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 4th November 1904.

TO THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to Government letter No. 6507, dated 27th August 1895, I am directed to forward, for the information of the Chamber, a copy of a letter from the Government of India, No. 23-9-36, dated 16th September 1904, on the subject of the improvement and extension of cotton cultivation in India, and to request that you will be so good as to favour the Director of Land Records and Agriculture with the opinion of the Chamber on the suggestions made by that Government.—I have, &c.,

G. W. HATCH,

Acting Under-Secretary to Government.

No. 23—9-36.

From J. WILSON, ESQ., C.S.I.,

SECRETARY TO THE GOVERNMENT OF INDIA,

Dept. of Rev. and Agriculture.
Economic Products.

SIMLA, the 16th September 1904.

SIR,—I am directed to address you on the subject of the improvement and extension of cotton cultivation in India. The question of the production of cotton has, as the Local Government is aware, been exciting much public attention of late owing to the general shortness of the world's supply compared with the demand.

In the United Kingdom an Association has been formed for the promotion of cotton cultivation within the limits of the British Empire, and the importance of improving the Indian supply has been pressed upon the Secretary of State by the Association and by the representatives of the Textile Interest in Lancashire. In communicating these representations to the Government of India the Secretary of State has intimated that he regards the matter as one which may prove to be of great importance to India, and to its external trade, and has desired that it should receive most careful consideration. The Government of India are conscious that the problem is largely a commercial one, that is, that cotton cultivation will expand only if cotton is made more profitable to cultivators than other crops, and that the longer or finer staples will be grown only if they prove more profitable than short staples, for which there is already a very large foreign demand. There are, however, many directions in which Government can be of assistance, and seeing that cotton takes a foremost place in the export trade of India, His Excellency the Governor-General in Council considers that no effort should be spared towards helping the cultivator to secure the exceptional opportunity now offered for the further profitable development of an important Indian industry.

2. The measures which the State can usefully take for the assistance of the cultivator are those which involve scientific research and organized effort, and may be classed under the following heads :—

(1) The botanical examination and classification of all existing varieties of cotton, both wild and cultivated ;

(2) The introduction of better varieties and improved methods of cultivation ;

(3) The provision and distribution of good seed of the varieties ordinarily grown.

Under the first two heads much has been and is being done. A botanical survey of Indian cottons commenced several years ago is now being pushed on systematically by the Reporter on Economic Products acting in conjunction with the Director of the Botanical Survey. The primary object of this enquiry is the identification of the numerous varieties of cotton in order to set at rest the doubts

which now prevail regarding their nomenclature and to afford a scientific basis for their selection and cultivation. The improvement of the staple itself has occupied the special attention of the Inspector-General of Agriculture since his appointment in 1901. Earlier efforts were too much devoted to the acclimatisation of exotic species, and while this object is still kept in view, the experiments now being carried on at the various Government farms under the close personal supervision of the Inspector-General, who has studied the methods adopted in America, are mainly directed towards improving existing indigenous varieties and obtaining new and improved varieties by artificial cross-fertilization. The next steps in the process will be the extended cultivation of the selected forms on demonstration areas and seed farms and the distribution of seed so grown to picked cultivators under official supervision. Many private land-owners, and notably the planters of Behar, are co-operating with the Agricultural Departments in these experiments, and during the current year nearly 20,000 pounds of selected seeds have been distributed by the Inspector-General of Agriculture for the purpose of testing the suitability of soil, climate and cultivation to different varieties, the greater portion going to Behar.

3. Private enterprise has also taken up the subject on a considerable scale. Encouraged by their success in extending and improving cotton cultivation in parts of the Central Provinces, the firm of Messrs. Shaw, Wallace and Company of Calcutta are forming a Syndicate for the promotion of long-stapled cottons. Besides starting practical cultivation on a large scale, the Syndicate will undertake experimental work, which like the experiments in progress on Government farms, will include the selection and improvement of suitable varieties of seed, and their cultivation in experimental plots by planters and others. When the varieties likely to give the best results have been ascertained, they will be cultivated on a number of small demonstration farms for the purpose of illustrating to the ryots the advantages they promise and the best methods of their cultivation. The main object of the Syndicate will be to increase the production of long-stapled cottons suitable for the Lancashire mills, and towards the expenses of this pioneer work, the Government of India and the British Cotton Growing Association have agreed to contribute in equal shares a sum of £6,000.

4. The foregoing paragraphs will give H. E. the Governor in Council / His Honour the Lieut.-Governor / you a general indication of the measures in progress for what may be termed the scientific improvement of Indian cottons. The Government of India are hopeful that they will produce results of great benefit to Indian agricultural interests. But the process of discovering the best varieties for different tracts, of growing them in sufficient quantities and of inducing the cultivators to accept and sow them over any large area, must necessarily take several years. Meanwhile it appears to them that much can be done at comparatively little expense to effect an immediate improvement in the quality of existing varieties, on a large scale, by helping the cultivators to obtain the best seed already available; and it is to the consideration of this aspect of the question that I am now to invite particular attention.

5. There is abundant evidence to show that one of the main causes of the general deterioration which has occurred in the quality of the cotton produced in many parts of India is carelessness in the selection of seed, which is fostered to a considerable extent by the practice which has become general in recent years of sending all cotton grown to ginning mills and getting back from them for sowing purposes any kind of seed they happen to have ready for sale. Thus Sir G. Watt referring to the influence of ginning mills writes: "Each of these received, ginned and baled the cotton from thousands of cultivators, the produce often of the most diverse soils, and mixed them together, the result being that the seed given back to the cultivators was equalised and degraded by the loss of the special properties that it had taken thousands of years to evolve." The British Cotton Growing Association remark that the "various classes of cotton in India are often mixed, and consequently the quality has very much deteriorated and the bulk of the cotton grown is nowhere as good quality as it was twenty years ago." They attribute this to the mixing of all sorts of seed by the cultivators or at the ginning mills, and urge the importance of enabling the peasant to obtain pure seed at a reasonable or even nominal price. The Inspector General of Agriculture writes "the advent of ginning factories has not tended to deteriorate quality and introduce admixture in the Broach and Surat Districts" (where high class cotton cultivation is practised) "but they have had that effect in many parts of India. Deterioration in cotton must occur

unless seed from the most productive plants in each year is saved for sowing. The custom of hand-ginning at home for seed purposes prevails in some districts, but the custom of getting any description of seed from the ginning factories is much too common." Mr. Greenway of the firm of Messrs. Shaw, Wallace and Co., who is the principal promoter of the Indian Cotton-Growing Syndicate and who has practical experience of the subject, considers the inferiority of the seed commonly sown to be one of the chief evils to be dealt with and strongly advocates cultivation and distribution of selected seed. A member of the firm of Messrs. Ralli Brothers testifies to the decline in the long-stapled cotton of the hilly tracts of Berar and attributes it "principally to the seed being mixed in the ginning factories which have sprung up in late years, and being bought and sown mixed by the Kunbis."

6. It appears to the Government of India to be very important that steps should be taken to counteract this tendency on the part of cultivators to grow any kind of seed that may be readily procurable, and to aid them in obtaining the best seed available of the varieties of cotton which experience has proved to be the most suited to their environment and to the methods of cultivation locally in vogue. It is true that seed thus collected will not be pure in variety except where pure varieties are already grown; but the cotton produced from carefully picked seed must necessarily be better of its kind than cotton grown from unselected seed, and the immediate object of the suggestions now made is not so much the substitution of improved for inferior or pure for mixed varieties, as a general improvement in the outturn and quality of the crop as now grown, so far as this can be secured by care in the selection of seed. The Government of India have been struck by the popularity and success of the operations undertaken by the Agricultural Department in the United Provinces of Agra and Oudh for the supply of good wheat seed to cultivators. These are described in the Director's annual report for 1901-02, paragraphs 65-67 and 1902-03, paragraphs 57, 58, which will be found appended to this letter; and in the opinion of the Government of India a similar system might be applied with great advantage to cotton.

7. I am now to offer for the consideration of H. E. the Governor in Council / the consideration of His Honour the Lieut.-Govr. / your consideration some suggestions for action towards the end in view. The first

thing necessary is the collection of a sufficient quantity of good seed from selected fields and plants. For this purpose official or non-official agents of the Agricultural Department might be appointed in each cotton-growing district as seed-selectors to go round at the cotton-picking season and select the best fields of the local well-known varieties, preference being given to plots sown with unmixed seed. The produce of the fields selected would be purchased and the seed hand-ginned, collected and carefully stored, the lint of the crop being sold to the best advantage. The seed should be taken only from healthy plants and from the finest bolls of the second and third picking, as the first picking generally includes diseased bolls which open prematurely, and the last pickings from plants which have begun to dry up give badly developed seed of low vitality. In storing the seed, which should be carefully done, different varieties should be kept apart and labelled. On the approach of the next sowing season the seed thus collected would be sold or distributed to cultivators on such liberal terms as the Agricultural Department may consider suitable, especial care being taken to give to each cultivator seed only of the variety with the method of cultivating which he is already familiar. Arrangements might also be made at small expense with selected cultivators known to be good cotton-growers for a supply of good seed from their existing crop, and the services of intelligent landholders and shopkeepers might be enlisted in selecting and distributing good seed on a large scale, care being taken that the terms allowed them were sufficient to cover the extra trouble and expense involved in the process of selection. A small sum judiciously spent in a village with a few good fields of cotton might lead to a marked improvement in the village and its neighbourhood in the quality of the whole of next year's crop, though the variety grown would still be the same as that to which the cultivators were accustomed, and no change in the methods of cultivation with which they were familiar would be required. If it is made worth the while of ordinary intelligent cultivators to select seed for themselves and others, some good result may be attained even where skilled supervision is not available.

8. It will also be advisable to enlist the aid of the owners of cotton-ginning mills in the selection and supply of good seed. It should be explained to all owners of such mills that the present system under which seed is indiscriminately distributed necessarily

leads to a general deterioration in the quality of cotton grown, and therefore to a diminution in the price they can get for their cotton when ginned. They should be urged to gin separately any good lot of cotton, to keep the seed separate, and to send out for sowing purposes only such selected seed, care being taken to send it only to such parts of the country as have been proved suitable for that particular variety of cotton. Many millowners would, it is hoped, see that this course would be ultimately to their advantage as well as to that of the cultivators, and would take the little extra trouble involved without pecuniary inducement, but if necessary, Government might buy such selected seed from them at a price sufficient to induce them to take the trouble, and sell it at a favourable price to cultivators for sowing purposes.

9. The Agricultural Department will be able to judge how far these suggestions or any modifications of them are feasible and suitable to local conditions. In commending the subject to

the careful attention of His Excellency the Governor in Council
the careful attention of His Honour the Lieutenant-Governor
your careful attention

I am to say that should the Local Government accept the scheme and be prepared to spend on it an equal sum from provincial resources, the Government of India would be willing to contribute a grant of Rs. 5,000 towards establishing a system of selection of seed from this year's cotton crop on the lines indicated. If the experiment proves successful it may, with advantage, be extended hereafter to other important staples.

10. I am to explain that it is not the intention or desire of the Government of India that the action now advocated should in any way interfere with, or absorb funds which may have been set aside for the purpose of carrying out the measures for the improvement of cotton initiated by the Inspector-General of Agriculture and the local Agricultural Departments, to which reference has been made above. They attach the greatest importance to the uninterrupted prosecution of those measures. Mr. Mollison has described them in a report, dated 30th November 1903, of which I am to enclose a copy for information. The Governor-General in Council trusts that these experiments will not be allowed to languish for want of funds or energy, and that liberal assistance in the form of land, money and men will continue to be given for experimental work, for demonstration farms, and for seed farms on the lines sketched

by the Inspector-General, whose advice is always at the disposal of the Local Government.—I have, &c.,

J. WILSON,
Secretary to the Government of India.

To

The Chief Secretary to the Government of Madras.
" " " " " Bombay.
" " " " " Bengal.
" " " " " the United Provinces.
" Revenue Secretary to the Government of the Punjab.
" " " " " Burma.
The Honourable the Chief Commissioner of the Central Provinces.

Extract paragraphs 57 *and* 58 *from the Report of the Director, Department of Land Records and Agriculture, United Provinces of Agra and Oudh, for the year* 1902-1903.

* * * * *

Distribution of seed.

57. The demand for seed, purchased for cash at Cawnpore, shows a marked increase : 588 maunds were sold as against 336 in the preceding year. These transactions are conducted mainly with landholders and planters, and a large amount of seed has gone outside the province, especially to Bihar. The chief demand is for the soft white wheat of the Meerut division, known as Muzaffarnagar wheat of which about 225 maunds were issued. The other staples in demand were barley, gram, Jaunpur maize, and to a less extent oats and rape.

A European planter in Gorakhpur, who was trying the Muzaffarnagar wheat obtained last year 41 maunds to the acre in one trial—an outturn which caused considerable stir in the locality as it well might : of course it must be remembered that the season generally was exceptionally favourable for wheat.

58. Our dealings with smaller cultivators are conducted not in cash but in grain on the system described in last year's report. The seed is not "selected" in the technical meaning of the term : that is to say, it is not the produce of individual plants selected for their marked advantages : but it is carefully chosen by expert buyers, and is then cleaned so as to exclude all deformed seeds and foreign matter. The clean seed is issued to the cultivators at 25

per cent., and what they return is examined, the best kept for re-issue, and the inferior lots sold off. Operations continued at all the centres enumerated in last year's report and were extended to the vicinity of the Cawnpore experiment station. The demand increases and over 4,000 maunds of these seeds were issued during the year under report: while we have recently had to import 800 maunds more to meet the demand for the current season. Here, too, the Muzaffarnagar wheat is our chief article; and it is instructive to recall that when I began this work I was advised by competent authorities on no account to offer foreign seed but to give the people the best of the local produce: now our cultivators very much prefer the imported stuff. We are now issuing kharif seed also, though not to the same extent as rabi seed: and an experiment is being made on a small scale to see if the highest classes of rice, which are usually grown in the submontane districts and fetch fancy prices, can be grown with success in the rice tracts of South Oudh. The demand during the year was collected without loss, and the profit which has accumulated is employed in extending our business. An untoward feature of the late season was the appearance of weevils in two of our stores, due to the exceptionally damp weather of October: the prompt action of the Assistant Director was successful in avoiding any serious loss from these pests.

In connection with this branch of our work I desire to acknowledge particularly the assistance afforded by the Special Manager of the Court of Wards estates in Partabgarh: Mr. Hill has co-operated enthusiastically with the department for several years, and the estates under his charge have now a supply of seed-grain which is probably unequalled for quality in the province.

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Extract paragraphs 65-67 *from the report of the Director, Department of Land Records and Agriculture, United Provinces of Agra and Oudh, for the year* 1901-02.

o o o o o

Distribution of seed.

65. The work of the department falls into two divisions: cash sale of seeds at Cawnpore, the issues including such foreign staples as are asked for, as well as the best local varieties; and issue of seeds on loan to cultivators

from various depôts. From Cawnpore 36 kinds of seeds were issued, about 336 maunds in all being disposed of. The varieties most in demand were Muzaffarnagar wheat, Cape oats, and Jaunpur maize. The demand for Canadian oats, acclimatised cotton, *inga-dulcis*, peas and rape was in excess of the available supply.

66. Seeds depôts were at work during the year in Partabgarh, Aligarh, Meerut, Mohanlalganj, Beti, Sultanpur and Amethi. The first three are managed and financed directly by the department; those at Mohanlalganj and Beti are managed by the Court of Wards with departmental assistance: those at Sultanpur and Amethi are managed by the department but financed by the district board. In addition to these centres, operations have started in Fyzabad, where the Deputy Commissioner has devoted some funds at credit of the agricultural show to the same purpose.

67. The scheme of operations at these various centres is uniform: clean, sound seed is issued to cultivators who return the produce at harvest time *plus* 25 *per cent.* The receipts are carefully cleaned and picked, all inferior seed being sold and the balance kept for issue in the next year. When operations started in Partabgarh I tried to work through the landholders, but their interest in the matter was short lived and direct dealing with the cultivators is proving far more satisfactory. The work done during the year may be summarised as follows. The issues from the depôts controlled by the Department were 756 maunds, of which 534 maunds were Muzaffarnagar wheat. The Mohanlalganj depôt issued 217 maunds, consisting of wheat and oats, and that at Beti 621 maunds, mostly wheat. The depôts at Sultanpur and Amethi issued 444 maunds of wheat and a small quantity of maize. The total issues thus amounted to over two thousand maunds. There was practically no loss in recovery, and issues for the current rabi are on a considerably increased scale, while arrangements are being made to procure stocks of kharif seeds for which a demand has arisen. The work is carried on at a small profit, which is devoted to extending operations: it does not at present admit of reducing the rate of interest. The keenest desire for seed continues to be manifested in the neighbourhood of Amethi, where the cultivators crowded to the railway station to await the arrival of the imported seed; but in other localities also the services of the Department are cordially welcomed.

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CHAMBER OF COMMERCE,
BOMBAY, 8th December 1904.

THE ACTING UNDER-SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 8568-A, dated the 4th November, covering copy of a letter from the Government of India, No. 23-9-36, dated 16th September last, on the subject of the improvement and extension of cotton cultivation in India.

2. The proposals of the Government of India in this regard have been considered by a Special Committee which members of the Bombay Cotton Trade Association, Ld., joined on the invitation of my Committee; and I am now directed to say that these proposals as detailed in paragraph 7 of the letter of the Government of India have the entire approval of that Special Committee and of the Committee of the Chamber.

3. The measure of success will naturally depend to a large extent upon the efficiency and character and upon the number of the seed-selectors; but, given that suitable men are employed there can be no doubt that substantial results may be obtained in a short time.

4. I am to point out that only a small proportion of the "kuppas" sent to the ginning factories belongs to the ginowners; it is generally the property of cotton merchants, and is very often of a mixed description. Merchants frequently make their own mixing before ginning; and even where this is not done care is not always taken to keep the short and long-stapled varieties separate. My Committee do not therefore think it will be well to place much reliance on getting assistance from the owners of the gins, but it would be as well if the officials appointed consulted some of the large firms engaged in the trade whose agents in the various districts might be in a position to give valuable advice.

5. I am to refer to the remark of the Inspector-General of Agriculture, quoted in paragraph 5, to the effect that "the advent of ginning factories has not tended to deteriorate quality and introduce admixture in the Broach and Surat Districts." My Committee believe it may be found that deterioration and admixture are now occurring in these districts, as a consequence of the arrival of cotton from Khandeish by the Taptee-Valley Railway especially

when there is a shortage in the Broach crop. For this reason they recommend that special attention should be paid to these districts before the evils of admixture become pronounced.

6. One point I am to emphasise, and that is that the Agricultural Department must at first be prepared to sell or distribute the selected seed for a consideration in no case exceeding the price current in the bazaar for inferior seed. This my Committee consider most important and they would direct the very special attention of Government to the point.

7. In conclusion, I am to express the hope that the effort to be made in this particular direction may not be allowed to interfere with the energetic prosecutions of systematic measures for the general agricultural progress of this Presidency.—I have, &c.,

C. H. ARMSTRONG, Chairman.
FREDERICK NOEL-PATON, Secretary.

APPENDIX V-4.

COTTON CULTIVATION.

EXOTIC IN DHARWAR.

No. 94 OF 1904.

GOVERNMENT FARM,
DHARWAR, 13th June 1904.

From THE ASSISTANT SUPERINTENDENT,
GOVERNMENT FARM, DHARWAR.

To THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I have the honour to request that you will be so kind as to inform me from your records the name of the variety of American cotton that is now being grown in the Dharwar district. The variety is locally known here as the "Saw-ginned Dharwar American cotton." It is intended to import a quantity of fresh seed from America of the same variety as being grown now. To do this it is important that the correct name of the variety should be known, so that it can easily be ordered.

I shall also be very much indebted if you will kindly give me the names of some other American cottons of superior quality so that they can experimentally be tried on the Government Farm.

An early reply will oblige much.—I have, &c.,

MALHAR KULKERNI,
Assistant Superintendent, Dharwar Farm.

CHAMBER OF COMMERCE,
BOMBAY, 29th June 1904.

THE ASSISTANT SUPERINTENDENT, GOVERNMENT FARM, Dharwar.

SIR,—I am instructed to acknowledge the receipt of your letter No. 94 of the 13th instant and to reply as follows:—

The general opinion regarding the growth of cotton in the Dharwar District is that it was originally introduced about 60 years ago from New Orleans seed. From time to time fresh seed has been imported direct from America and in April 1902 Messrs. Ralli Brothers procured, for a European firm in Bombay, 25 bags of specially selected planting seed. This seed was obtained from Mr. W. H. Chaffee who has a large plantation at Longwood near Vicksburg, Mississippi, U.S.A. As regards other American qualities, the Committee are informed that the so called Memphis long-staple variety and also the varieties grown along the Mississippi River would be suitable for the purpose of your farm.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX V-5.

COTTON BALES.

HIGHLY PRESSED BALES OF LOW MEASUREMENT.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY,
BOMBAY, 18th May 1904.

THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—As your Committee are probably aware there has recently been introduced into this country a newly designed cotton press which compresses the ordinary 3½ cwt. bale considerably smaller than the presses formerly used throughout Bombay and the cotton growing districts.

From particulars I have obtained from some of the firms who have lately got these presses and also from the measurement taken of the new Press bales when shipped by this Company's vessels I find that the bale of 3½ cwt. is reduced in size by 30 per cent. The bale compressed by the old presses averages 11 cubic feet whereas that turned out by the new presses measures only 7⅝ cubic feet.

I have no desire to raise any objection against the newly designed cotton presses which I fully recognise must be an undoubted benefit to Merchants holding large quantities of cotton when warehousing their bales, but as the Shipping Lines receive their freight on the *measurement* of the bales your Committee will at once see that by the general introduction of the new presses the steamer will lose 30 per cent. of its freight.

In view of this contingency occurring which I feel sure the shippers themselves did not intend when introducing the new cotton presses, I would ask your Committee to authorise a test being held of these new bales and a Chamber scale of weight defined against the equivalent of 40 cubic feet, and perhaps you will kindly lay this matter before your Committee at the earliest possible opportunity.—I am, &c.,

W. C. SYMES, Acting Superintendent.

BOMBAY, 19th May 1904.

TO THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—We forward along with this a copy of a letter addressed to the Superintendent of the P. & O. S. N. Co. in reply to one from him relating to the shipment of bales of cotton, which are pressed more tightly than the ordinary bales, that hitherto have measured between 25 to 26 tons to the 100 bales.

You will note that early last February we addressed Messrs. Ralli Brothers and pointed out what a serious loss steamship owners would experience if these smaller, but more densely packed bales, were shipped.

It can be seen at once that the carrying of a steamer would be very seriously reduced if a large portion of her cargo consisted of bales which weighed 20 cwt. to the 40 cubic feet, instead of the usual sized bales which weigh about 14 cwt. to the 40 cubic feet.

For such small and heavier bales some other scale is necessary, and we agree with the P. & O. S. N. Co. in asking that the Owners

or Agents should have the option of charging freight on weight or measurement.

But we think it would be desirable to fix the limit to which bales should be compressed, and would suggest that no bales shall measure less than 22 tons to the 100 bales, and that any cotton tendered for shipment measuring under 24 tons to the 100 bales should pay freight on weight on the basis of 17 cwts. to the ton, and that freight on any cotton measuring 24 tons and over to the 100 bales be paid as per measurement, as hitherto.

Unless something like this is decided on, bales of cotton which really weigh 20 cwts. to the 40 cubic feet will be sent alongside, and an excess quantity of dead-weight cargo will be shipped to the detriment of the steamship owner.

If the dimensions (of the smaller bales) were fixed conjointly with a certain weight of cotton, an accurate scale could be arrived at, and a shipowner would know what assortment to arrange for, but without this, an owner might unsuspectingly have tendered for shipment half a cargo of cotton in small and densely packed bales, which would weigh heavier than even wheat (which scales 18 cwts. to the ton) whereas he would expect to have shipped bales that should in weight be the equivalent of only 14 cwts. and consequently the ship's carrying and earnings greatly enhanced.—We are, &c.,

KILLICK, NIXON & Co.,
as Agents for,
ELLERMAN LINES OF STEAMERS, BATES,
KNIGHT, BEDOUIN, SAINT, WOOD LINES, &c., &c.

(Copy.) BOMBAY, 19th May 1904.

THE SUPERINTENDENT, P. & O. S. N. Co.;
Bombay.

DEAR SIR,—We thank you for your favor of the 18th May covering a copy of the letter addressed by you to the Chamber of Commerce relating to the shipment of smaller but more tightly pressed bales of Cotton.

We addressed Messrs. Ralli Brothers on the 4th February on this very subject and pointed out these bales (pressed by them) measured 20 tons per 100 Bales—instead of averaging 26 tons like ordinary

sized bales—and added that the difference in measurement meant a loss to the steamer of 6 tons in every 26 tons or 23%.

We also brought to their notice that some bales had been shipped and measuring only 18 tons to the 100 Bales, representing a loss of 31% to the steamer.

Messrs. Ralli Brothers admitted that the variations were due to some of their up-country presses and that they had been shipping these small bales for a cosiderable time and had received no comment.

They concluded by saying it was only fair that a shipper should reap the benefit of any superiority in his pressing plant which enabled him to press below 25 tons per 100 Bales.

We ascertained a litte later that no more small bales were to be pressed as the consignees in Europe disapproved of the appearance of the cotton, but on the 27th April, in reply to a memo. we wrote on the 26th April, Messrs. Ralli Brothers said they were occasionally shipping these small bales but were thinking of increasing their measurement to 22 tons per 100 Bales.

We are glad to see you have moved in the matter and are willing to support your action by addressing the Chamber and we will forward you later a copy of our letter to the Secretary.

It is of course manifestly wrong that Bales that measure only 18 tons to the 100 Bales should be rated the same as the ordinary sized bales as it means Cotton being shipped weighing 20 cwts. to the ton instead of 14 cwts. which we believe is the weight of a ton of 40 c.ft. of the ordinary bales.

And even if these bales are not so tightly pressed, *i. e.*, 22 tons, the equivalent of 100 Bales, it still means cotton going forward on the ratio of 17 cwt. to the ton, and were a large quantity shipped a vessel's carrying would be very materially affected.—Yours, &c.,

(Sd.) KILLICK, NIXON & Co.

COMPAGNIE des MESSAGERIES MARITIMES,
BOMBAY, 30th May 1904.

THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—My attention has been drawn to the new cotton presses introduced into this country which compress the cotton bales into considerably smaller dimensions than formerly.

As the shipping lines receive their freight on the measurement of the bales thus reduced, but still weighing 3½ cwt. as formerly, it is obvious that the steamer will lose greatly thereby. I would, therefore, join the P. & O. and other Companies interested, in asking your Committee to authorise a test being held of these new bales and a Chamber scale of weight defined against the equivalent of 40 cubic feet, and perhaps you will kindly lay this matter before your Committee at the earliest possible opportunity.—Yours, &c.,

J. ESTRANGIN, Acting Agent.

NAVIGAZIONE GENERALE ITALIANA,
BOMBAY, 30th MAY 1904.

THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—The Chamber Committee, I believe, are cognizant of the new cotton presses now introduced in Bombay and its Districts, whereby there is a great difference in the measurement of the bales, the weights being of very little difference than those hitherto pressed in old presses.

This undoubtedly is much beneficial to cotton exporters, which I am glad to say will increase the trade largely, but the question for consideration is *freight*, which, if continued at the present scale of 40 cubic feet to a ton, would result in great deficit to shipowners.

I am therefore desirous to suggest to the Committee to test the weights and measurements of the newly designed presses and fix a general scale satisfactory to both the shippers and shipowners.—I remain, &c.,

GIO. FERRERO, Acting Agent.

BOMBAY, 23rd May 1904.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, Bombay.

New Measurement of Cotton Bales.

DEAR SIR,—Our attention has been drawn by the Superintendent, P. & O. S. N. Co., to the importation of new cotton presses into this country with the result of compressing the cotton into a bale of considerably smaller dimensions than hitherto, and we desire to associate ourselves with the representation which he has made to you in his letter of the 18th instant on the subject, and to ask that the Chamber may arrange for a test of these new bales being made

to enable the Chamber to define the scale of weight against the equivalent of 40 cubic feet.—We are, &c.,

p.p. TURNER MORRISON & Co.,
J. S. WARDLAW MILNE.

CHAMBER OF COMMERCE,
BOMBAY, 26th May 1904.

THE SECRETARY, CHAMBER OF COMMERCE, Madras and Coconada.

DEAR SIR,—Representations have been made to this Chamber regarding the recent introduction into this country of a newly designed cotton press which compresses the ordinary 3¼ cwt. bale considerably smaller than the presses formerly used throughout Bombay and the cotton-growing districts. It is pointed out that a bale compressed by the old press averaged 11 cubic feet whereas that turned out by the new press measures only 7⅜ cubic feet, a difference in size of say 30 per cent., and that as the shipping lines receive freight on the *measurement* of the bales, steamers will, by the general introduction of the new presses, lose heavily in the amount of freight received.

My Committee will be pleased to have information as to the manner in which these small bales are treated at your port, and whether any special arrangements have been made for payment of freight in respect of such bales.

As the matter is now before a sub-committee of the Chamber, I am to beg the favour of a very early reply.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

CHAMBER OF COMMERCE,
COCONADA, 4th June 1904.

THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I am favored with your letter of 26th ultimo *re* cotton measurements. My Committee desire me to intimate—

"that practically all bales of cotton shipped from Coconada for years past have been what are termed small bales, *i.e.*, 7 bales each 400 lbs. net would measure about 50 cubic feet; present conference rate of freight is 25*s.* per ton of 50 cubic feet hence to London."—I am, &c.,

W. J. M. IRKITE,
Secretary, Chamber of Commerce.

CHAMBER OF COMMERCE,
MADRAS, 6th June 1904.

To THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—In reply to your letter of the 26th ultimo, I beg to say that only a few bales are compressed to the extent you mention, and the question of increasing the rates of freight on them has not been raised. It probably will not be worth the while of the steamer companies to bring it up as the rates of freight on cotton are so high compared with those ruling at Bombay.—I remain, &c.,

GEORGE G. ARBUTHNOT, Chairman.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),
BOMBAY, 3rd June 1904.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, Bombay.

New Measurement of Bales of Cotton.

DEAR SIR,—I am instructed by the Directors of the Bombay Cotton Trade Association (Limited), to inform you that at a Special Meeting held yesterday to consider the above matter, the following Resolution was adopted :—

"This Association recommends as a solution of the measure-
"ment question of Cotton Bales that the following scale be
"fixed :—

'Bales measuring 24 tons or over, per 100 bales to be charg-
'ed on the actual measurement ascertained, and bales
'measuring less than 24 tons, per 100 bales to be charged
'a minimum rate of 24 tons.'"

I am at the same time to say that 7 members of the Board voted in favour of the Resolution while 2 were against it. The voting was as shown below :—

Directors.	*In favour.*	*Against.*
Mr. N. S. Glazebrook (Chairman) ...	1	...
„ D. H. Glade (Dy. Chairman) ...	1	...
„ H. Gill	1	...
„ J. A. Grant	1	...
„ J. Cavadias	...	1
„ J. Muller	...	1
„ H. R. Greaves	1	...
„ A. W. Campbell	1	...
„ H. Blascheck	1	...
	7	2

Resolution carried.—I am, &c.,

C. J. MICHAEL, Acting Secretary.

PROCEEDINGS OF THE SPECIAL GENERAL MEETING OF THE CHAMBER HELD ON 19TH OCTOBER 1904.

A Special General Meeting of the Members of the Bombay Chamber of Commerce was held on Wednesday, 19th October 1904, in the rooms of the Chamber, Graham's Buildings, to transact the following business :—

(1) To consider, and if approved, adopt the following Resolution :—

That Rules Nos. 2 to 5 under the heading "Steamers," passed at the General Meeting of Members on 8th October 1872, and Rule No. 1 passed at the General Meeting of 20th July 1883, be cancelled from 1st January 1905, and the following Rules be substituted :—

(*a*) That the tonnage scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead weight.

(*b*) That when freight is payable on weight, the same is to be on the net weight delivered.

The above rules do not apply to full-pressed cotton bales, for which special provision is made as follows :—

(*c*) That the tonnage scale for full-pressed cotton bales per steamer, shall be on the basis of 40 cubic feet or 16 cwts. gross to the ton at steamer's option.

(*d*) That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.

(*e*) That oil be taken on the outside measurement of the cask.

(2) To rescind the following Resolution adopted at the Annual General Meeting of the Chamber held on 17th February 1904, in respect of the stowage of cargo in Poops, Peaks, etc. :—

"In case of vessels holding a certificate from Lloyd's Surveyor or another recognized Marine Surveyor that the Peak, Poop, Bridge-deck, Shelter-deck and/or Awning-deck of such vessels is/are fit to carry dry and perishable cargo, without damage to the description of cargo they may have to ship, and provided always that at time of chartering or of the issue of shipping order, as the case may be, no express arrangement has

been made to the effect that cargo is not to be stowed in such spaces, such spaces shall be regarded as part of the ordinary stowing space of the vessel, and charterers under a charter and/or shippers under a shipping order shall be bound to supply cargo to load in such spaces, and owners shall be bound to place such spaces at the disposal of charterers and/or shippers for the stowage of cargo therein, and freight in respect of cargo so stowed shall, unless otherwise specially arranged between the contracting parties, be payable at the full ordinary rate contracted for under the charter or shipping order, as the case may be."

(3) To confirm the following addition to the Chamber's Rules regarding General Disputes and Arbitrations :—

(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

The Hon. Mr. C. H. Armstrong presided. Among those present were :—Mr. Marsball Reid, C.I.E., Bombay Company, Ld. ; Mr. D. H. Glade, Messrs. Glade and Co. ; Mr. J. N. Metaxa and Mr. J. Cavadia, Messrs. Ralli Brothers ; Mr. Donald N. Graham, Mr. W. E. Crum and Mr. J. St. John Graham, Messrs. W. and A. Graham and Co. ; Mr. E. Scarpa, Austrian Loyd's Steam Navigation Company ; Mr. F. C. Macrae, Messrs. Forbes, Forbes, Campbell and Co., Ld. ; Mr. R. R. Ross, National Bank of India, Ld.; Mr. A. W. Campbell, Messrs. Breul and Co. ; Mr. H. Stanley Reed, Messrs. Bennett, Coleman and Co.; Mr. A. Craigie, Messrs. Craigie, Lynch and Owen ; Mr. C. Vernon, Messrs. Farbenfabriken Bayer and Co. ; Mr. G. M. Wilson, Messrs. Finlay, Muir and Co. ; Mr. E. Schoen, Messrs. Gaddum and Co.; Mr. N. S. Glazebrook, Messrs. Glazebrook, Tejpal and Co. ; Mr. A. Leslie, Messrs. Greaves, Cotton and Co. ; Mr. Edwin Yeo, Messrs. C. Macdonald and Co. ; Mr. R. G. Monteath, Messrs. Mackinnon, Mackenzie and Co. ; Mr. Vizbhucandas Atmaram, Messrs. Narandas Rajaram and Co. ; Mr. A. Foulkes, Messrs. Owen and Okell ; Mr. C. H. J. and Mr. B. H. J. Rustomji, Messrs. H. J. Rustomjee and Co. ; Mr. W. F. Hamilton, Messrs. Shepherd and Co.; Mr. J. J. Marsland, Messrs. Marsland, Price and Co. ; Mr. J. S. Wardlaw Milne, Messrs.

Turner, Morrison and Co.; Mr. Alex M. Tod, New Zealand Insurance Co.; Mr. H. F. Wagstaff, South British Fire and Marine Co.; Mr. H. Blascheck, Messrs. A. Blascheck and Co.; Mr. Callianji Amerchand, Chagandas and Co.; Mr. Vernon B. F. Bayley, Messrs. Crawford, Brown and Co.; Mr. F. A. Reddie, Messrs. Killick, Nixon and Co.; Mr. H. Humphrey, Messrs. Latham and Co.; Mr. W. Kidston Glen, Messrs. Latham, Abercrombie and Co.; Mr. M. Ananiantz, Messrs, A. I. Mantacheff and Co.; Mr. J. M. Payne, Messrs. Payne and Co.; Mr. Jehangir Bomonji Petit, Messrs. Jehangir B. Petit and Co.; Mr. A. Booker, Messrs. E. D. Sassoon and Co.; Mr. A. H. Hammond, Messrs. Shaw Wallace and Co.; Representative of Messrs. Tata and Sons; Mr. Dharamdas Tribhovandas, Messrs. Tribhovandas Varjivandas and Co.; Mr. P. Brennwald, Messrs. Volkart Brothers; Mr. George Miller, Chartered Bank of India, Australia, and China; Mr. W. Llewellyn, Comptoir National D'Escompte de Paris; Mr. H. Wenden, C.I.E., and Mr. A. Muirhead, G. I. P. Railway; Mr. W. C. Symes, P. & O. S. N. Company; Mr. J. Ferrero, Rubattino S. N. Co.; Mr. T. Kusumoto, Nippon Yusen Kaisha; Mr. J. Estrangin, Messageries Maritimes S. N. Co.; Mr. T. Majima, Mitsui Busan Kaisha; Mr. C. J. Demetracopulo, of the firm of Mr. John Fachiri; and Mr. C. J. Michael, Assistant Secretary of the Chamber of Commerce.

The Chairman, in opening the proceedings, said the meeting had been called to take into consideration certain matters which, it was thought desirable, should be settled before the next shipping season began. The first item on the agenda paper related to the cotton bales which came into Bombay last season. This matter was brought to the notice of the committee by several shipping agents, who were members of the Chamber. Their request was that the Committee should endeavour to find a better basis for the tonnage scale for full-pressed cotton bales. Their contention was that their steamers could not be expected to carry a large additional weight on the same measurement basis as at present. The matter being an important one and recognising that there was an important principle involved, the Committee appointed a very strong Sub-Committee to consider and report on the subject. The Sub-Committee met on several occasions, the question was discussed from every possible stand-point, and in the end a recommendation was made to the General Committee. There, again, the subject was very fully

considered, and it was decided eventually to submit the recommendation which the Sub-Committee had made to the General Committee. What the Sub-Committee endeavoured to find was this. Taking everything into consideration they endeavoured to find a fair equivalent in weight for forty cubic feet, and came to the conclusion that for shipping fully-pressed cotton bales the basis should be 16 cwts. gross to the ton at steamer's option. He thought this was the only basis which was likely to be generally accepted. He, therefore, formally moved : That Rules Nos. 2 to 5, under the heading "Steamers," passed at the General Meeting of Members on 8th October 1872, and Rule No. 1 passed at the General Meeting of 20th July 1883, be cancelled from 1st January 1905, and the following Rules be substituted :—(*a*) That the tonnage scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead weight. (*b*) That when freight is payable on weight, the same is to be on the net weight delivered. The above rules do not apply to full-pressed cotton bales, for which special provision is made as follows:—(*c*) That the tonnage scale for full-pressed cotton bales per steamer shall be on the basis of 40 cubic feet or 16 cwts. gross to the ton at steamer's option. (*d*) That hides and skins, whether in bales or bundles, be taken by measurement and not by weight. (*e*) That oil be taken on the outside measurement of the cask. He might point out that the rules which he now proposed were the same as the old rules to which they had so long been accustomed, excepting the addition of clause (*c*).

Mr. Scarpa seconded the Resolution.

Mr. J. N. Metaxa (Messrs. Ralli Bros.) said : All the members of this meeting are well aware that the tonnage scale which it is now proposed to change is a very old one. It was in 1883, nearly a quarter of a century ago, that the now existing resolution was passed, *viz* :—" That the tonnage scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight." Under this rule, which was passed by our predecessors after mature and careful thought, Bombay trade throve and prospered. A few months ago, however, some shipping agents began complaining that the carrying of steamers would be very seriously reduced, if a large portion of their cargo consisted of cotton bales weighing 20 cwts. to the 40 cubic feet, instead of the usual sized bales. One of them went so far as to propose that it would be

desirable to fix the limit to which bales should be compressed and he suggested that no bales should measure less than 22 tons to the 100 bales! This, gentlemen, is exactly the same, as if somebody at this meeting rose and asked you to pass a resolution that no railway train between here and Poona should run faster than five miles an hour, now and hereafter! When I first heard of the complaints and the desires of the shipping agents, who wanted to abolish and revolutionize this old Bombay tonnage scale, as regards the small pressed bales of cotton, I went very thoroughly into the question, and my first thought was to endeavour to find a solution by which our old tonnage scale would remain intact, and at the same time the wishes of the shipping agents would be satisfactorily met. I thought I found a solution in my first proposal to the Committee of this Chamber, which was, to advise shipping agents in their freight contracts to limit to half bales of cotton, which weigh between 18 and 20 cwts. to the 40 cubic feet. This would assimilate such bales of cotton to wheat which, as you are aware, is also limited to half by most of the shipping agents. The shipping agents, however, would not agree to this proposition. Their refusal is all the more astonishing, as a ton of wheat is heavier than a ton of cotton pressed at 20 tons to the 100 bales; in fact, 40 cubic feet of wheat weigh 18 cwts. which at 112 lbs. per cwt.=2,016 lbs.; whereas 100 bales at 20 tons measurement weighing 40,000 lbs. =2,000 lbs. to the ton, *viz.*, 16 lbs. less than wheat. Why then do the shipping agents accept wheat by limiting it to ½, and why will they not accept small pressed bales or cotton which are lighter than wheat? If they would accept this arrangement there would be no reason for any change in the existing Bombay scale, and I do not think the shipping agents would have any cause of complaint or alarm.

Let us examine these complaints, gentlemen, and let us see whether the arguments brought forward by the shipping agents, in order to prove their grievances, are well founded? I pretend, and I hope to be able to prove, that they have not brought forward any cases of actual loss, but have merely moralized about what their steamers might have lost, if the cargo had been chiefly composed of densely packed bales weighing 20 cwt. to the ton. One of the cases brought forward was that of the steamer "Idar," which it appears carried in 1895 a cargo of 6,972 tons scale, of which 5,222 were 18 cwt. cargo (wheat); in 1897 she carried 7,020 tons;

and in 1904 she carried 7,551 tons. In this last trip, we are told, she carried 2,333 tons measurement (cotton in ordinary bales) and the agent tells us that:—"If these bales were small bales she would have carried 500 tons less." But she did not, so where is the grievance? And after all, gentlemen, all these differences in the capacity of a steamer only prove that we cannot prepare ideal cargoes for the steamers, but we must give them what we get in Bombay, and it is the business of the shipping agents to assort their cargo, so as to make the best they can out of it. If I follow the agent of the steamer "Idar," in the same groove, and being forward not actual facts, but imaginary calculations, I can show him another method, by which his steamer could have carried a stupendous cargo: I take her to measure 7,100 and carry 5,836 tons dead weight of 20 cwt. to the ton (this is as close as I can work it from the figures given by the agent). Now, let us give her 1,800 tons Manganese Ore weighing 1,800 tons of 20 cwt. each, but measuring 900 tons only; she can therefore take 7,100—900 tons = 6,200 tons of light cargo, which at 13 cwt. to the ton (cotton seed) would weigh 4,030 tons of 20 cwt.; this steamer would thus carry 4,030 tons weight of light cargo, and 1,800 of Manganese Ore, *i.e.*, 5,830 tons of 20 cwt. or 6 tons within her carrying capacity and would be paid on measurement, *viz.*, 6,200 tons light cargo, and weight 1,800 tons Manganese Ore, she would therefore be paid for 8,000 tons, against the best she ever made, *viz.*, 7,551 tons! Another case brought forward as a serious grievance is that of the steamer "Mazagon." According to the agent she carries 6,028 tons of 20 cwt. space being 7,290 tons of 40 cubic feet. We are told that with old press bales, she can carry 27,000 bales = 7,290 tons of 40 cubic feet = 4,725 tons of 20 cwt. With new press bales, she could carry 34,450 bales = 6,545 tons of 40 cubic feet = 6,028 tons of 20 cwt, in other words an imaginary loss of freight on 745 tons (7,290—6,545 = 745). But she never carried, and probably never will carry a full cargo of small pressed bales. This does not matter, however, as theoretically she might have done so, and agents complain because they could have sustained the loss: theoretically! Well, theoretically I can prove that if I give this same steamer "Mazagon" ½ cargo small pressed bales and ½ cargo of, let us say, yarns, she would really carry 1,043 tons less weight than her dead weight capacity. I beg you, gentlemen, to follow me in my figures for a few seconds. She carried as mentioned 6,028 tons of 20 cwt.,

space being 7,290 tons of 40 cubic feet ; ½ cargo 3,014 tons small bales at 20 cwt. to the ton = 60,280 cwt. weight, and, as 20 tons per 100 bales = 18 cwt. to the ton measurement, these 3,014 tons would measure 3,348 tons. If we deduct these from the total amount of 7,290 tons space, we have a balance of 3,942 tons measurement (7,290—3,348 = 3,942). We said that the other half of the cargo should be twist. Yarns, as we know, measure on an average 35 tons to the 100 bales of 400 lbs., therefore 40,000 lbs., at 35 tons per 100 bales = very nearly 10 cwt. to the ton of 40 cubic feet (10 cwt. against the standard weight of 20 cwt. as per scale).

The 3,942 tons twist would weigh 1,971 tons (3,942 divided by 2 equals 1,971).

We have therefore

3,014 tons cotton weight
1,971 tons twist weight

4,985 tons weight.

She would therefore be carrying 1,043 tons less than her dead weight capacity of 6,028 tons (6,028 –4,985 = 1,043).

If I was not afraid of taking up too much of your time, I could prove that the third steamer brought forward as a grievance, *viz.*, the steamer Pekin, loaded in the same way, would carry 342 tons of 20 cwt. less weight than she can carry. Who said that "you can prove anything by figures"? As you have seen I have proved exactly the contrary of what the shipping agents thought they were proving, and this will always be the case as long as we do not base ourselves on actual facts, but start imaginary calculations in order to support our contentions. And speaking of yarns, I am thinking that spinners and people interested will very soon find out that, now when shipowners want to fix a minimum in cotton, say 22½ tons per 100 bales, now is their time to seize the opportunity, and agitate in order to obtain a maximum for yarns, say 28 or 30 tons per 100 bales. Because they will reason as follows :—"If shipowners succeed in fixing a minimum of 22½ tons per 100 bales and they take instead cotton actually measuring 18 or 20 tons to the 100 bales, they will be making about 4 tons on every 100 bales, and if on the top of such bales they stow the extra light stuff of yarns, which measure on an average 35 tons to the 100 bales, their steamers will go to sea without any space left, as they will carry less weight than

their capacity and they will be making preposterous profits." This question of the tonnage scale for small pressed cotton bales is of greater general importance than you think, gentlemen ; in fact, the whole Bombay tonnage scale is in danger. One of the shipping agents says so clearly, when he writes that :—"The Bombay tonnage scale is based on a wrong principle." As for myself, I would have no objection to a totally new scale, because supposing the shipping agents obtain everything they wish, and introduce a tonnage scale favourable on all points to the shipowners, the natural result would be that every steamer plying on the wide oceans would run with all speed to this favourable port, to this Eldorado of shipowners, and consequently freights would immediately go down to the full extent of the better conditions granted to shipowners, and nobody would have any cause of complaint.

I would most strongly object, however, and everybody who looks at things with a broad mind would do the same ; I repeat I would most strongly object to the tonnage scale being altered to the detriment of an article like cotton in small pressed bales, because this small article alone, which only represents 3 per cent. of the cotton exports of Bombay, will not be able to rule the rates of freight and therein will lie the injustice of the proceeding ;—small bale shippers will suffer by the disadvantage of the better conditions conceded to shipowners, without getting any compensation in the rate of freight. I was just telling you, gentlemen, how unfair this agitation is on the part of the shipping agents, who for the sake of an infinitesimal portion of the Bombay cotton exports (3 per cent.) want to demolish the Bombay tonnage scale ; it is all the more unfair, as we shippers could put forward numerous and more serious grievances than those of the shipping agents. There are articles in the Bombay tonnage scale, which work unfairly for the shippers, to the exclusive benefit of the shipowners ; still the shipping agents keep a prudent silence about these articles and for good reasons ! Why do they not ask you to change the Bombay tonnage scale for mowraseed, for instance, and especially for groundnuts ? Because although these articles stand in the Bombay tonnage scale at 13 cwt. to the ton of 40 cubic feet, they can be "dumped" or beaten and by "dumping" stow so well that they leave a handsome profit to the shipowner much to the detriment of the shippers. Naturally light cargo of this kind can be pressed into a very small space.

Why do the shipping agents not propose to readjust the Bombay tonnage scale for hides and skins in screwed bales, and for hides loose in small bundles, especially as regards the products of the Dharavi tanneries? Because cargo like this gives them handsome profits; but, gentlemen, it also gives shippers ugly losses, though this seems to trouble shipowners very little. But to return to the remarks of the agent about the Bombay tonnage scale being based on a wrong principle and to the dissatisfaction of some of the shipping agents with the cargo they generally obtain in this port I should like to ask them in what other port in the whole world they can find such an assortment of light and heavy cargo with which they can load their steamers to greater advantage than they do here? Not in north America, where they only get wheat; nor in the Southern States of the U. S. where they only get cotton, and what bales! In South America, perhaps, Argentina or La Plata, where they generally only get wheat and linseed? In Russia or the Danube, where the principal staple is wheat and maize? In Greece where they get currants, as heavy as lead, moist with mollasses, and packed in barrels, awful for stowing? Nowhere else than in Bombay can a steamer find such a variety of light and heavy cargo, out of which an agent can make the best in loading his steamer.

If you will allow me now to add a few words as regards the resolution of the Cotton Trade Association in favour of the change, I will finish. I am perfectly satisfied that on second thoughts the Association will amend their first resolution; because the object of their existence and their aim as a Cotton Association is to foster the cotton trade, by leading the way to progress in every form, and the new bale is undoubtedly a progress—everybody agrees to it. It takes less room in the warehouses, less space in that suffocatingly congested Cotton-Green! It stows better on board the steamers. It can be carried easier and faster by the railways, and it thus helps to avoide those deadlocks along the railway lines which are the despair of the merchants of Bombay. But last and not least, gentlemen, by adopting the resolution put before you by the shipping agents will you take the responsibility of muzzling the development of the pressing machinery of your cotton trade, which is one of the pillars of Bombay commerce? Will you coolly decide to take this step which is a step backwards and assimilate up-to-date machinery which has cost great efforts of human intelligence

and enterprise, to second hand old machinery? For it comes to this, gentlemen: those who possess the new machinery, finding no advantage to press small compressed bales will turn out big bales from their presses like the old presses do in order to do the work quickly and cheaply. And remember the whole history of commerce teaches us that it has always killed those who tried to muzzle it in some way. If you allow Bombay trade to be muzzled, trade will little by little go away from Bombay, and some other port, North or South, will benefit by these mistakes of ours. I have the honour of moving the following resolution. **"That in the opinion of this meeting there is no reason to change the existing Bombay tonnage scale, which has worked satisfactorily for so many years."** If shipping agents consider that the small compressed bales of cotton do not give them the same satisfactory outturns as other articles of the Bombay exports, like say wheat, they are at liberty either to charge higher rates of freight for such bales of cotton, or to assimilate them to wheat and limit them in their freight contracts to half. Acceptance of this proposition naturally implies that the shipping agents can limit to half all small bales of cotton and thus assimilate it to wheat and also to charge higher rates of freight. I am also very glad to have the pleasure of telling you that my proposition will be seconded by Mr. A. M. Monteath, who is a shipping agent, and who, as you are aware, represents a company whose interests in Indian Commerce and Indian welfare are immense and much more important for India than most of the other shipping companies. Where is, then, the unanimity of the shipping agents which has been so loudly proclaimed. You see clearly, gentlemen, that the shipping agents who try to persuade the Chamber to accept their resolution do not even represent the shipping interest of Bombay. Mr. Monteath is there to tell them so.

Mr. Monteath said he cordially agreed with what had fallen from Mr. Metaxa, and seconded the amendment.

No one wishing to make further remarks the **amendment** was put to the meeting and **carried by a large majority.**

Mr, Scarpa moved as a further amendment that the matter be referred back to the General Committee.

Mr. Metaxa submitted that the question could not be sent to the Committee again after the emphatic expression of opinion by the General Meeting.

The Chairman said he would accept the amendment if it were seconded.

Mr. Symes seconded.

Mr. Marshall Reed asked if it were in order to send the matter back to the Committee for further consideration after this amendment had been passed.

The Chairman ruled that the amendment could be accepted, and the **amendment** was put to the vote but **lost by a large majority.**

Mr. Metaxa's amendment was then put as a **substantive Resolution** and declared by the Chairman to be carried.

A poll was demanded, and the voting was then 30 for Mr. Metaxa's motion and 16 against.

The following are the names of members who voted :—

In favour of the Amendment.	*Against.*
Messrs. Chugondas & Co.	Messrs. A. Blascheck & Co.
„ Crawford, Brown & Co.	„ Bruel & Co.
„ Farbenfabriken, Bayer & Co., Ld.	„ Finlay Muir & Co.
„ Craigie, Lynch & Owen.	„ Forbes, Forbes, Campbell & Co., Ltd.
„ Latham & Co.	„ Gaddum & Co.
„ Latham, Abercrombie & Co.	„ Glade & Co.
„ C. Macdonald & Co.	„ Glazebrook, Tejpal & Co.
„ Mackinnon, Mackenzie & Co.	„ W. & A. Graham & Co.
„ A. J. Mantacheff & Co.	„ Greaves Cotton & Co.
„ Marsland Price & Co.	„ Killick Nixon & Co.
„ Owen & Okell.	„ Narandas Rajaram & Co.
„ Payne, Gilbert & Sayani.	The P. & O. S. N. Company.
„ Jehanghir B. Petit & Co.	„ Austrian Lloyd's S. N. Coy.
„ Ralli Brothers.	„ Rubattino S. N. Coy.
„ H. J. Rustomji & Co.	„ Nippon Yussen Kaisha.
„ E. D. Sassoon & Co.	„ Compagnie des Messageries Maritimes.
„ Shaw Wallace & Co.	
„ Shepherd & Co.	
„ Tata & Sons.	
„ Turner Morrison & Co.	
„ Volkart Bros.	

In favour of the Amendment.

Messrs. The Bombay Company, Limited.
" Tribhowandas Vurjeevandas & Co.
" The New Zealand Insurance Co., Ld.
" South British Fire & Marine Ins. Co. of New Zealand.
" Chartered Bank of India, Australia & China.
" Comptoir National D'Escompte de Paris.
" G. I. P. Railway.
" Mitsui Bussan Kaisha.
John Fachiri, Esq.

A QUESTION OF INSURANCE.

The next item on the agenda was to rescind a resolution adopted at the General Meeting of the Chamber in respect of the stowage of cargo in poops, peaks, &c. The resolution in question provided that "In case of vessels holding a certificate from Lloyd's Surveyor or another recognised marine surveyor that the peak, poop, bridge-deck, shelter-deck, and/or awning-deck of such vessels is/are fit to carry dry and perishable cargo, without damage to the description of cargo they may have to ship, and provided always that at time of chartering or of the issue of shipping order, as the case may be, no express arrangement has been made to the effect that cargo is not to be stowed in such spaces, such spaces shall be regarded as part of the ordinary stowing space of the vessel, and charterers under a charter and/or shipper under a shipping order shall be bound to supply cargo to load in such spaces, and owners shall be bound to place such spaces at the disposal of charterers and/or shippers for the stowage of cargo therein, and freight in respect of cargo so stowed shall, unless otherwise specially arranged between the contracting parties, be payable at the full ordinary rate contracted for under the charter or shipping order, as the case may be." The Chairman said that shortly after this resolution was passed a letter was received from the Underwriters' Association

who stated that they had been in communication with the Underwriting Institute of London, who stated that they could not agree in any resolution of the Chamber of Commerce which would have the effect of modifying the legal obligations under an insurance policy to ship in spaces legally recognised as "under-deck"; unless there were express stipulations in the policy to the contrary the policy covered only cargo shipped under-deck and the legal obligations of the assured could not be modified in any way by the ruling passed by the Chamber of Commerce. On receiving this communication the Committee sent out a circular in which it was intimated that the new rule would be held in abeyance. It now remained to cancel the resolution because the Committee felt that otherwise it would place shippers in an impossible position. If shippers were compelled to ship in the places mentioned and any difficulty arose with the insurance companies it was the shippers who would have to go to law with them. It seemed to the Committee that it was a matter which must first be settled by the shipowners and underwriters. He moved that the resolution be rescinded.

Mr. Marshall Reid seconded, and the proposition was agreed to.

ARBITRATION FEES.

The Chairman moved the following resolution: "That the following addition to the Chamber's Rules regarding general disputes and arbitrations be confirmed :—(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*), and Rs. 15 under clause (*c*)." He explained that non-members very often came to the Chambers with applications for services and then withdrew the matter from arbitration later on after the Chamber had been put to a lot of trouble in the matter. The new arrangement provided for the return of the arbitrators fee only in cases of withdrawal, the balance to be retained as application fee.

THE EFFECT OF HOLIDAYS.

The Chairman said there was one other point he had been asked to mention. At the end of March last the Committee received a letter from a member of the Chamber inquiring whether Sunday and Charter-party holidays were counted as lay days under a shipping order from a charterer, and whether in cases when Sundays

and Charter-party holidays intervened during the operation of the declaration of a steamer to be completed within three days, those Sundays and holidays were to be taken as lay days or whether lay days included only clear working days exclusive of Sundays and Charter-party holidays. In response to this communication a letter was sent asking for a more definite statement of the case. The member making the inquiry then wrote stating that his firm had engaged freight from charterers or from steamer agents for a particular shipment, with three days' notice for completing the same, but that of the three days one or more days were Charter-party holidays or a Sunday. Was the firm entitled to ask for three clear working days, or must they complete their cargo in three running days, including such Charter-party holiday or holidays, and Sunday? To put it still more plainly the point at issue was that for an April shipment a firm required three clear days in April; if therefore a steamer was declared to the firm on the 31st March, and the 1st April, Good Friday, was a Charter-party holiday and the 3rd April a Sunday, was a firm entitled to claim time till the 5th April, or were they bound to complete their cargo on Saturday, the 2nd, to clear? The Committee, Mr. Armstrong said, had been into this matter very fully, and they had thought it inadvisable to lay down a definite rule, but they replied to the inquiry as follows: We are of opinion that if the three days' notice for completing April shipment were given on the 31st March—and in view of the fact that Friday, the 1st April, was a Charter-party holiday, and the 3rd April a Sunday—the firm was entitled under the circumstances to complete the cargo up to the 5th April. The Chairman added that the Committee had still further considered the matter and the resolution which they had thought of submitting to the General Meeting was as follows: **"That unless otherwise expressly agreed between the parties, Sundays and Charter-party holidays shall not be deemed to be included in the days of notice given for completing the delivery alongside of export cargo under a shipping order."** The Committee, however, decided eventually not to place the resolution before a General Meeting. They felt that the complaint they had received was possibly and probably an isolated one, and they were sure that no member of the Chamber desired to obtain any unreasonable advantage out of another member of the Chamber. Of course, if the Committee received any further complaints they would be

obliged to take the question into consideration again, and place some proposal before the General Meeting.

This concluded the business of the meeting.

BOMBAY, 28th October 1904.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—We, the representatives of the undernoted Shipping Lines, at a Meeting held on Wednesday last, passed unanimously the following resolution :—

"That the Chamber be asked to appoint a Committee to consider the advisability of amending, or, if they find necessary, recasting Bombay tonnage scale."

As your Committee must be aware, the present tonnage scale is far from satisfactory either to Shippers or Shipowners, and we desire the question thoroughly gone into by a strong Sub-Committee and discussed from all points, and their report made known to us.

We would ask that this matter may have your earliest attention.—We are, &c.,

W. C. SYMES, Ag. Supdt.,
P. & O. S. N. Co.
J. ESTRANGIN, Ag. Agent,
For the Messageries Maritimes Co.
E. SCARPA, Agent, Bombay,
For the Austrian Lloyd's S. N. Co.
W. & A. GRAHAM & Co.
F. CROCCO, Agent,
Navigazione Generale Italiana.
KILLICK, NIXON & Co.,
Agents for—Ellerman Line of Steamers.
EDWARD BATES & SONS AGENCY.
Agents for :—
Knight Line of Steamers.
Bedouin Line of Steamers.
Bibby Line of Steamers.
&c. &c. &c.
GLADE & Co., Agents,
Hansa Line.
FINLAY MUIR & Co.
T. KUSUMOTO, Manager,
For the Nippon Yusen Kaisha.

CHAMBER OF COMMERCE,
BOMBAY, 9th November 1904.

THE ACTING SUPERINTENDENT, P. & O. S. N. COMPANY,
THE AGENT, RUBATTINO S. N. COMPANY,
THE AGENT, AUSTRIAN LLOYD'S S. N. COMPANY,
THE AGENT, MESSAGERIES MARATIMES S. N. COMPANY,
THE MANAGER, NIPPON YUSEN KAISHA,
MESSRS. GLADE & CO.,
MESSRS. KILLICK NIXON & CO.,
MESSRS. FINLAY MUIR & CO.,
MESSRS. W. & A. GRAHAM & CO..

GENTLEMEN,—I am instructed to acknowledge the receipt of your letter of the 28th October, which has had the very careful consideration of the Committee of the Bombay Chamber of Commerce.

With regard to the resolution arrived at a meeting held by the companies mentioned above on Wednesday, 26th October, namely :—

> "That the Chamber be asked to appoint a Committee to consider the advisability of amending, or, if they find necessary, recasting the existing Bombay Tonnage Scales,"

I am to say that the Committee notice that the letter communicating the resolution to the Chamber does not bear the signature of all the steamship companies working in Bombay.

It appears, therefore, to the members of my Committee that until there is greater unanimity amongst the steamship companies, and until there is moreover a movement in favour of the appointment of such a Committee by firms interested in the export trade, it would not be wise to proceed to an enquiry on the point you put forward.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX V-6.

COTTON BALES "FULLY PRESSED."

NEW DEFINITION PROPOSED BY FIRE INSURANCE OFFICES.

THE BOMBAY ASSOCIATION OF FIRE INSURANCE AGENTS,
BOMBAY, 20th October 1904.

THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—Our Committee have under consideration the advisability of introducing into the Tariffs a provision under which "fully

pressed" when applied to bales of cotton might be restricted to bales pressed to a density over a fixed limit. Under these circumstances we are directed to approach the Chamber with a request as to what their Committee consider a Standard Fully-Pressed Bale of Cotton, *i.e.*, the density per cubic foot, measurement and weight of the bale.—We are, &c.,

A. F. FERGUSON & CO., Secretaries.

CHAMBER OF COMMERCE,
BOMBAY, 27th October 1904.

THE SECRETARIES,
THE BOMBAY ASSOCIATION OF FIRE INSURANCE AGENTS,
Bombay.

DEAR SIRS,—I am instructed to acknowledge the receipt of your letter of the 20th instant, and in reply to say that there is no uniform size for fully-pressed Cotton Bales; but that in 400lb. bales, 30 tons per 100 bales would, the Committee consider, cover all steam full-pressed cotton, and the measurement of such a bale would be 12 cubic feet.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX V-7.

WHEAT.

PERCENTAGE OF DIRT.

LONDON CORN TRADE ASSOCIATION,
EXCHANGE CHAMBERS,
28, ST. MARY AXE,
LONDON, E.C., October 20th, 1904.

THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I am directed by my Committee to draw your attention to this season's shipments of Choice White Bombay Wheat.

The average samples of July shipments were so full of lumps of dirt, tares and other admixture, that my East Indian Committee refrained from making up a Standard.

My Committee considers that your Chamber might with great advantage to the Bombay Wheat trade, take some steps to prevent such shipments ; as the business on this side is very seriously hindered by such heavy admixtures.

A July Standard of No. 1 Club Bombay Wheat was made up, but this quality also requires your attention.—Yours faithfully,

A. B. GRIPPER, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 19th November 1904.

THE SECRETARY, LONDON CORN TRADE ASSOCIATION,
EXCHANGE CHAMBERS, 28, ST. MARY AXE, London, E.C.

DEAR SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 20th October, in which you call attention to this season's shipments of White Bombay Wheat.

I am to say that your letter will be brought to the notice of members of this Chamber and a copy will also be forwarded to the local Grain Merchants' Association.

With regard, however, to your remarks, I am to say that Choices Bombay Wheat is sold 90 to 91 per cent. Soft White. As long as this percentage exists, buyers in Bombay do not object because of a certain admixture of Gram, Lang (kind of food stuff), etc., which is to be found in the Jubbulpore District, which is one of the important centres producing Soft White Pessy Wheat. These food grains are not intentionally admixed, but is the result of the mode of sowing and harvesting wheat in that part of the country.

To bar Jubbulpore Choice Wheat from contracts would effect the Choice Wheat business considerably.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 29th November 1904.

THE SECRETARY, GRAIN MERCHANTS' ASSOCIATION, Bombay.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to forward for your information a copy of a letter received by them from the London Corn Trade Association, calling attention to this season's shipments of Choice White Bombay Wheat.—Yours faithfully,

C. J. MICHAEL, Assistant Secretary.

No. 1961—39.

BOMBAY, 13th December 1904.

TO THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I am desired by the Committee to express their thanks for the information you conveyed to them by your letter, dated the 29th ultimo, *re*: the resolution of the London Corn Trade Association, and in reply I am directed to say that Choice White Bombay Wheat is shipped from this Port by very few of the members of this Association. And such few members have informed my Committee that they have not shipped such wheat as that mentioned in the resolution. Most of the shippers are the members of your Chamber and I am afraid, the remark applies to them. However, a Circular has been issued to the members of this Association to be more careful in the future.—Yours faithfully,

LALSHANKER HARPRASAD,
for Honorary Secretary.

LONDON CORN TRADE ASSOCIATION,
EXCHANGE CHAMBERS,
28, ST. MARY AXE,
LONDON, E.C., December 9th, 1904.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—Your letter of the 19th ultimo in reply to ours of the 20th October has been placed before my East Indian Committee, and I am instructed to say that your reply is considered to be very unsatisfactory; it does not even refer to the chief grievance mentioned in our letter, *viz.*, "the lumps of mud" which my Committee cannot consider as mere accidental accompaniments.

The demand for this description of Wheat is now almost nil, owing to the late bad shipments, and it was for the general benefit of those in the trade that my Committee addressed themselves to your Chamber, so that you might put pressure on Shippers to try and get them by future good shipments, to regain the confidence of buyers.

In regard to the remarks in your letter as to the 10 per cent. extraneous matter clause, my Committee considers it would be very advisable if your Chamber would co-operate with the principal exporters to obtain a reduction of this excessive percentage, to a more

reasonable one. Jubbulpore was a particular Wheat of which we used to make up a separate Standard; of late years this Wheat has disappeared, which is now explained by your letter which shews it has been included in the Choice White Bombay to the detriment of the latter.—Yours faithfully,

A. B. GRIPPER, Secretary.

APPENDIX W-1.

TRIBUNAL OF ARBITRATION OF THE BENGAL CHAMBER OF COMMERCE.

RULES ADOPTED BY RESOLUTION PASSED AT A SPECIAL GENERAL MEETING HELD ON 22ND MARCH 1904. CONFIRMED AT A SUBSEQUENT LIKE MEETING HELD ON 5TH MAY 1904.

BENGAL CHAMBER OF COMMERCE.

TRIBUNAL OF ARBITRATION.

RULES.

Interpretation Clause.

I. In these Rules the following words have the following meanings:—

(1) "Chamber" means the Bengal Chamber of Commerce.

(2) "Members" means Members for the time being of the Chamber.

(3) "Tribunal" means the Tribunal of Arbitration hereby constituted.

(4) "References" means any submission or agreement to refer differences or disputes to the Tribunal.

(5) "Arbitrators" means the persons for the time being eligible to act and acting as Arbitrators, Surveyors, and also (unless clearly precluded by the context) Umpires on the Tribunal.

(6) "Party" shall include a firm or Company.

Scope of Tribunal.

II. The object of the Tribunal of the Chamber is the determination, settlement, and adjustment of disputes and differences between parties, all, or any of whom, reside or carry on business personally or by agent or otherwise in Calcutta or elsewhere in India or Burma, relating to trade, business, manufactures, and to customs of trade, by whomsoever of such parties the said disputes and differences be submitted.

Constitution of the Tribunal.

III. The Tribunal shall consist of members or assistants to members as may, from time to time, annually or otherwise, be selected and be willing to serve on the Tribunal and such persons shall be and they are hereby appointed Arbitrators and be held and deemed to constitute the Tribunal.

IV. The Secretary or Officiating Secretary for the time being of the Chamber shall, and he is hereby appointed to be and act as the Registrar of the Tribunal, and his duties as such shall ordinarily consist of or include the following :—

He shall by himself or his subordinates receive submissions, references or applications to the Tribunal and payment of fees and costs, notify the Arbitrators, give notice of hearing and other notices to parties, keep a register of submissions, references and applications to the Tribunal and a register of awards, and keep such other books and memoranda and make such returns as the Chamber shall from time to time require : shall render such assistance to the Arbitrators in Arbitrations as they may require, and generally shall carry out the directions of the Chamber with regard to the conduct of Arbitrations.

List of Arbitrators.

V. The Registrar shall from time to time prepare and cause to be printed a list of Arbitrators, which list shall be printed and circulated to all members, and may, if thought fit by the Registrar, be sent on application to persons other than members.

Arbitrations under Contract.

VI. That in every case where a dispute has arisen in relation to a contract which provides for a decision thereof by the Tribunal, an application shall be addressed by either party to the Registrar, who, on receipt of such application, shall constitute a Court by nominating in writing two or more Arbitrators, and also, in case of need, an Umpire, or, if both parties in and by such application so desire, a single Arbitrator to adjudicate on the dispute. The consent of the Arbitrators to act shall be obtained by the Registrar, and the Arbitration shall then be conducted in accordance with the following Rules, with which are incorporated, were not expressedly or impliedly provided to the contrary, the provisions of the Indian Arbitration Act :—

(*a*) In making such nomination the Registrar as far as possible shall select persons having a practical knowledge of the

subject matter of contracts in question and not interested in the dispute ; and no award shall be invalid nor shall any objection be taken thereto by any party on the ground that any person appointed does not possess such practical knowledge.

(*b*) If any Arbitrator or Umpire decline or fail to act, or if he die or become incapable of acting, the Registrar may appoint a new Arbitrator or Umpire in his stead in like manner.

(*c*) The parties to the Reference, and all persons claiming through them respectively, shall, subject to the provisions of any law for the time being in force, submit to be examined by the Arbitrators on oath or affirmation in relation to the matters in dispute, and shall, subject as aforesaid, produce before the Arbitrators all books, deeds, papers, accounts, writing and documents within their possession or power, respectively, which may be required or called for, and do all other things which during the proceedings on the Reference the Arbitrators may require, and particularly in the case of References relating to piece-goods or jute shall comply with the Arbitrators' requirements as to production and selection of samples and otherwise.

(*d*) The Arbitrators may, by the Award, order and determine what they shall think fit to be done by either of the said party respecting the matters referred.

(*e*) The said parties respectively shall do all acts necessary to enable the Arbitrators to make a just award, and shall not wilfully do or cause or allow to be done any act to delay or prevent the Arbitrators from making an award, and if either party shall do or cause to be done any act to delay or prevent them making an award, that party shall pay to the other such costs as the Arbitrators or Umpire shall deem reasonable.

(*f*) The Arbitrators shall have power to appoint a time and place for the hearing of References, and within seven days of notice in that behalf the parties shall prepare and submit to the Registrar a written statement with regard to the matter in dispute or difference.

(*g*) No party to a reference shall, without express permission of the Arbitrators, be entitled to appear in person, or by Counsel, Attorney or other Advocate or Adviser, before the Arbitrators, or insist on or require the Arbitrators to hear or examine witnesses or receive oral or documentary evidence, but the Arbitrators at discretion may, through the Registrar, require the parties with or without witnesses to attend before them or before any Committee or Sub-Committee of the Chamber to be examined on or without oath or solemn affirmation.

(*h*) The Arbitrators shall proceed with the Reference in the absence of any party who being permitted and being desirous to attend shall, after due notice, refuse or neglect to attend without having previously satisfied the Arbitrators that reasonable and sufficient excuse exists for such absence.

(*i*) The said parties shall pay as and when demanded all fees, charges and expenses incident to the hearing and award of any Reference according to the scale prescribed for the time being by the Chamber. Any party making such payment may recover the whole or any part of the sum so paid from any other party ultimately liable to pay the sum;

(*j*) The Arbitrators may at their own instance at any time or times before making a final award consult, refer to, and act on and adopt the advice, recommendations or suggestions of any Committee or Sub-Committee of the Chamber having or exercising special jurisdiction or powers relating to the particular industry, commodity, produce or branch of trade concerned in the Reference, or of any experts whether members or not, and may also at the expense of the parties consult and adopt the advice of Solicitors or Counsel upon any question of law, evidence, practice, or procedure arising in the course of the Reference.

(*k*) The parties hereto shall in all things abide by and obey the award, which shall be binding on the parties and their respective representatives, notwithstanding the death of any

party before or after the making of the award and so that such death shall not operate as a revocation of the submission.

(*l*) The Arbitrators shall make their award in writing within fourteen days after entering on the Reference or on or before any later day to which the Arbitrators, by any writing signed by them, may, from time to time, enlarge the time for making the award.

(*m*) If the Arbitrators have allowed the time or extended time to expire without making any award, or have signified to the Registrar or to the Umpire that they cannot agree, the Umpire may forthwith enter upon the Reference. He shall be at liberty to act upon the evidence taken by the Arbitrators, or he may, at his discretion, rehear the parties and witnesses, if any, or receive fresh evidence.

(*n*) The Umpire shall make his award within one week after the original or extended time appointed for the making of the award of the Arbitrators has expired, or on or before any later day to which the Umpire, by any writing signed by him, may, from time to time, enlarge the time for making his award.

(*o*) No award shall be set aside or varied or attempted to be set aside or varied by reason or on account of any informality, omission, or delay or error of the proceedings in or about the same or in relation thereto, or on any other ground, or for any misconduct short of collusion or fraud on the part of the Arbitrators.

(*p*) Neither of the parties shall bring or prosecute any suit or proceeding whatever against the Arbitrators or Umpire for or in respect of the matters in dispute or any of them, nor any such suit or proceeding (save for the enforcement of the award) against the other party.

(*q*) The Indian Arbitration Act, 1899, so far as the provisions thereof are not inconsistent with these rules, shall apply to all references to the Tribunal.

(*r*) The cost of the Reference and award, including fees payable according to the scale aforesaid to Arbitrators, shall be in

the discretion of the Arbitrators, who may direct to and by whom and in what manner and in what proportion such costs or any part thereof shall be borne and paid, and may tax and settle the amount of costs to be so paid or any part thereof and may award costs to be paid as between Solicitor and client.

PROVIDED ALWAYS that in respect of Arbitrations relating to piece-goods or jute the following rule shall, unless otherwise directed by the award, be observed, namely :—

If the seller shall prove he have offered an allowance equal to, or more than, the allowance granted by the Award, then the whole cost of the survey or arbitration shall fall on the buyer. If the buyer have offered to accept an allowance equal to, or less than, the allowance decided by the Arbitration, then the whole cost of the survey or Arbitration shall fall upon the seller.

(s) All fees payable under these rules shall be payable on demand.

Forms of Submissions.

VII. All contracts which provide for or contemplate a reference to the Tribunal of future differences or disputes relating to or arising thereout shall ordinarily contain a submission in or to the effect of Form A annexed to these rules, and where disputes, as above mentioned, arise otherwise than under such a Contract, the submission shall ordinarily be in or to the effect of Form B annexed to these rules, and subject to any special provision in such submission, the Arbitration shall, as far as practicable and convenient, be conducted in uniformity with these rules.

Notices.

VIII. All notices required by these rules to be given, shall be in writing and shall be sufficiently given if left at the last known place of abode or business of the party to whom the notice is addressed, or is sent by post prepaid addressed to him by name at such place of abode or business, and is not returned through the post undelivered, and shall, if sent by post, be deemed to have been given at the time at which the letter would in the ordinary course be

delivered. In the case of a contract entered into by an Agent in Calcutta on behalf of a person having no place of business there, the place of abode or business of the Agent shall be deemed that of the party. Every determination and award of any Court of this Tribunal shall be deemed and taken for all purposes to be the determination and award of the Tribunal.

Award.

IX. In cases where a Court of the Tribunal shall consist of a plurality, the decision of the majority shall be deemed and taken as the decision of the Court.

X. The decision or award of every Court shall be prepared by the Registrar and signed by the Arbitrators or two of them, or by the Umpire, and by the Registrar. In the event of the Court consisting of one Arbitrator only, the award of the Court shall be signed by such Arbitrator and by the Registrar. When completed a copy of the award shall be sent by the Registrar to each of the parties, but the names of the Arbitrators shall not ordinarily be disclosed, and such non-disclosure shall not affect the award.

FORM A.

All disputes relating to this contract shall be referred to the Tribunal of Arbitration of the Bengal Chamber of Commerce, to be determined in accordance with the rules for the time being of the Tribunal.

In Piece-Goods Contracts the following alternative form may be adopted :—

If any dispute, doubt or question shall arise between the parties hereto regarding this contract or the goods the subject of this contract, every such dispute, doubt, or question shall at the option of the party first demanding arbitration be referred either to the Arbitration of two impartial European Merchants, Merchants' Assistants or Managers of Mercantile Concerns with power to appoint an Umpire, or to Arbitration under the rules of the Tribunal of Arbitration of the Bengal Chamber of Commerce. The award shall be final and binding on all parties concerned, and may, at the instance of either party, be made a rule or order of the High Court of Judicature at Fort William in Bengal, in its Ordinary Original Civil Jurisdiction.

FORM B.

Memoranda of Agreement made this (date) between (insert names and address)

WHEREAS disputes have arisen between the above parties, that is to say :

(State precisely matters in dispute.)

It is hereby agreed as follows :—

The said matters in dispute are hereby referred to the Tribunal of Arbitration of the Bengal Chamber of Commerce, to be determined in accordance with the rules for the time being of the said Tribunal, so far as such rules be applicable to this submission.

BENGAL CHAMBER OF COMMERCE.

TRIBUNAL OF ARBITRATION.

Scale of Fees.

PIECE-GOODS ARBITRATIONS.

Arbitrators and Umpires—			
For quality and mildew damage	Rs.	32-0	each.
For ranges of four or more qualities ...	„	24-0	„
For mildew damage only	„	16-0	„
For all other piece-goods arbitrations ...	„	16-0	„

JUTE ARBITRATIONS.

Arbitrators and Umpires	Rs.	80-0	each.
For bringing down and returning jute required for inspection (to be paid to Mill if arbitration is decided in its favour)	„	20-0	
For wages of assorters	Re. 1 to „	1-8	each.

GENERAL ARBITRATIONS.

Arbitrators and Umpires—			
For Gunnies	Rs.	48-0	each.
For all other classes of goods	„	32-0	„

For other arbitrations and those involving consideration of documents only, fees according to the merits of each case.

When neither of the parties to an arbitration is a member of the Chamber, double the above fees will be payable.

STAMP FEES.

To be paid in all cases	Rs.	5-0
For certified copies of awards	Re.	1-0

By order of the Committee.

W. PARSONS, Registrar.

TRIBUNAL OF ARBITRATION OF THE BENGAL CHAMBER OF COMMERCE.

REGULATIONS FOR THE GUIDANCE OF THE REGISTRAR IN THE CONDUCT OF REFERENCES.

The expression "Rule" or "Rules" in these regulations means the Rule or Rules of the Tribunal as adopted by Resolutions passed and confirmed respectively on 22nd March 1904, and 5th May 1904.

PART I.

Regulations relating specially to Jute.

1. Arbitrations as to quality or in matters involving an examination or assortment of the jute or jute cuttings in dispute, shall be held in Calcutta at the Chamber or at such place appointed by the Registrar, and at such times as the Registrar at the instance of the Arbitrators shall from time to time appoint and direct.

2. For the purposes of such arbitrations, ten (10) original bales, if the jute be baled, or fifteen (15) original drums, if the jute be in drums, shall be selected from the parcel by agreement between the buyer and seller, and in case of disagreement the selections shall be made by the Arbitrators or the Registrar or as they or he may direct, and bales or drums so selected shall be accepted as sufficiently representing the jute, the subject of the dispute. The bales or drums so selected shall be brought to the premises of the Chamber in Calcutta, and then the whole, or so much as the Arbitrators may deem necessary, shall be surveyed by them.

3. Each bale or drum shall have attached to it a ticket showing the actual gross weight of the bale or drum.

4. The time or times fixed for holding the arbitration shall be notified by the Registrar to the parties who shall have ready for the Arbitrators or for any persons deputed by them the bales or drums selected under Regulation 2.

5. If the jute has been sold with a guarantee of quality expressed in percentages of cut Hessian $\frac{\text{and}}{\text{or}}$ warp, the bales may be placed before the Arbitrators with the baler's marks cut off. In this case the buyer and the seller may affix a private mark to the bales by which to identify them. This Regulation applies also to bales of jute cuttings sold with a guarantee of quality.

6. In the cases contemplated by Regulation 5 the terms of guarantee only shall be submitted in writing to the Arbitrators, but the contract shall not, unless called for by the Arbitrators or Registrar, be submitted. Full particulars of contract, but without parties' names, may ordinarily be submitted.

7. The Mill at whose instance the arbitration is held shall send the bales or drums selected under Regulation 2 to the Chamber, or such other place appointed by the Registrar ; and the Arbitrators shall arrange for sufficient experienced assorters to open, select, and weigh the jute after assortment. The assorters must be instructed that they are to obey all directions given them by the Arbitrators or Registrar.

8. To cover the expenses connected with bringing the goods, the subject of dispute, to Calcutta, and returning them to the Mill, and any other charges legitimately incurred, the seller shall, if the arbitration be decided in favour of the Mill, be called upon to pay to the Mill a fixed sum of Rs. 20, unless otherwise directed by the Award.

PART II.

Regulations relating specially to Piece-goods.

The applicant for an Arbitration herein shall present his application in or to the effect of the subjoined form or such other form as may from time to time be prescribed by the Tribunal, and with such form shall submit the original Contract, or if the original be not in his possession and power, a true copy thereof, together with (when requisite or called for by the Registrar) the Sale Sample.

(FORM.)

Calcutta, ... 190

To

The Registrar,
Tribunal of Arbitration
of the
Bengal Chamber of Commerce.

DEAR SIR,

Piece-Goods Arbitrations.

Under Regulation I, Part II, of the Regulations of the above Tribunal, we, the undersigned, hereby apply for the appointment of*

Arbitrator/s and the issue of an Award. We give particulars of the dispute below.

We hand you Rs.....on account of fees, the original Contract and the sale sample.

Yours faithfully,

.....(Sellers.)

.....(Buyers.)

Contract No. ....., dated.....

Goods.....

Basis of Sale.....

Shipment :—

Marks.	Nos.	Quantity.	Steamer.	Marks.	Nos.	Quantity.	Steamer.

Packages available for inspection.....

Buyers' complaints.....

Sellers' Remarks.....

* Here state one Arbitrator or two Arbitrators, as the case may be.

2. The parties respectively shall be called upon to produce at the office or rooms of the Chamber or at such other place or places and on such days and hours as the Registrar at the instance of the Arbitrators shall from time to time require, such number of packages or bales opened or unopened and such samples duly attested as the Registrar shall likewise require and direct, for inspection and examination by the Arbitrators, or any other person or persons delegated by them or by the Registrar for the purpose of holding such inspection and examination or for assisting therein.

3. The sender's sircar must be in charge of goods sent to the Chamber or elsewhere for examination and inspection, as provided by Regulation 2 hereof, and where unopened packages or unopened bales are so sent, a cooper must be in attendance at the sender's cost.

4. All references relating to piece-goods shall be under the charge of a special Sub-Committee called the Piece-Goods Sub-Committee consisting of not more than five and not less than three members of the Chamber, and the Chairman of such Piece-Goods Sub-Committee shall ordinarily be a member of the Committee of the Chamber.

5. The members of the Piece-Goods Sub-Committee shall ordinarily be appointed annually by the Committee of the Chamber, but the members for the time being of such Sub-Committee shall continue to hold office until successors be in fact appointed, and all casual vacancies occurring shall be filled by the nominees of the Committee of the Chamber.

6. The List of Arbitrators referred to in Rule V shall in so far as regards Piece-Goods References be prepared from time to time by the said Piece-Goods Sub-Committee, subject to the approval of the Committee of the Chamber.

7. On receipt of any application under the Rules, the Registrar shall immediately report the same to the Piece-Goods Sub-Committee and the Arbitrators and the Umpire, or (in cases when the Reference is to a single Arbitrator) the Arbitrator shall be selected by the said Piece-Goods Sub-Committee, and the Registrar in nominating Arbitrators and Umpires under the Rules shall give effect to such selection.

8. In all cases falling within Rule VI (*c*), the Registrar shall exercise his functions in consultation and in conformity with the directions of the Piece-Goods Sub-Committee.

9. In the absence of and subject to any special direction by the Piece-Goods Sub-Committee to the contrary, Arbitrators and Umpires shall be selected as far as may be practicable in rotation from the above-mentioned list.

10. The Piece-Goods Sub-Committee shall keep and preserve a record of their proceedings in a separate book or register, which shall at all times be open to the inspection of all members of the Chamber.

PART III.

Regulations relating to all References other than Piece-Goods.

1. The List of Arbitrators referred to in Rule V shall in so far as regards references other than piece-goods be prepared and revised by the Registrar from time to time in accordance with and under and subject to the direction, control and supervision of the Committee of the Chamber.

2. On receipt of any application under the Rules, the Registrar shall immediately report the same to the Committee, or to any Sub-Committee which may from time to time be appointed by the Committee, and the Arbitrators and the Umpire, or (in cases when the Reference is to a single Arbitrator) the Arbitrator shall be selected by such Committee or Sub-Committee as the case may be, and the Registrar in nominating Arbitrators and Umpires under the Rules shall give effect to such selection.

3. In all cases falling within Rule VI (*b*), the Registrar shall exercise his functions in consultation and in conformity with the directions of the Committee of the Chamber or Sub-Committee as the case may be.

4. In the absence of and subject to any special directions by the Committee or Sub-Committee as the case may be to the contrary, Arbitrators and Umpires shall be selected as far as practicable in rotation from the above mentioned list, but nevertheless with due regard to expert knowledge or special experience on part of Arbitrators or Umpires as to the subject-matter of each particular Reference.

Generally.

In all matters relating to References to the Tribunal, the Registrar shall obey, abide by, conform to and observe the directions and regulations for the time being prescribed by the Committee or Sub-Committee as the case may be with regard to matters of procedure and the way in which the duties and powers of the Registrar under the Rules are or ought to be discharged and exercised.

APPENDIX W-2.

ARBITRATION BOARD IN LONDON.

PROPOSAL TO ESTABLISH.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 22nd December 1903.

No. 1789—1903.

THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

London Arbitrations.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to hand you copies of correspondence between this Chamber and the Calcutta Wheat & Seed Trade Association on the subject of London Arbitrations. The correspondence, as you will see, originated with a letter, dated 12th November, from Messrs. Chapman, Anthony & Co., London, which appeared in the principal Indian dailies, and of which I also enclose copy. In view of the remarks of the Committee of the Calcutta Wheat & Seed Trade Association, I am instructed to enquire whether your Committee think the matter is one which should be taken up by the Indian Chambers of Commerce, and, if so, whether there would be any possibility of joint action.—Yours faithfully,

W. PARSONS, Secretary.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING,

CALCUTTA, 7th December 1903.

No. 1700—1903.

THE SECRETARY, CALCUTTA WHEAT & SEED TRADE ASSOCIATION.

London Arbitrations.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to hand you copy of a letter, dated 12th November, from Messrs. Chapman, Anthony & Co., London, on the subject of the establishment in London of an Arbitration Board the members of which should consist of an equal number of merchants carrying on business in London with the East and brokers who are dealing with buyers.

This letter has appeared in most of the leading Indian newspapers, and the Committee would feel much indebted if the Committee of your Association would favour them their views upon the question raised.—Yours faithfully,

(Sd.) W. PARSONS, Secretary.

Enclosures:—

Copy of letter referred to.

No. 192 H.

CALCUTTA WHEAT AND SEED TRADE ASSOCIATION,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 17th December 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE.

London Arbitrations.

DEAR SIR,—I am directed by the Committee of the Calcutta Wheat and Trade Association to acknowledge the receipt of your letter of 7th instant, forwarding a copy of a letter, dated 12th November, from Messrs. Chapman, Anthony & Co., London, on the subject of the establishment in London of an Arbitration Board, and asking for an expression of the views of the Committee upon the question raised.

The matter has had the attentive consideration of the Committee, but they are in some doubt as to the scope of operations of the proposed Board. If, by an Arbitration Board is meant a Board before which all questions in dispute between Eastern Shippers and their buyers should be brought, the idea appears to the Committee to be an unworkable one, since the great majority of disputes arising are in respect of quality, which are best settled, not by trial before a Board but by two arbitrators, with an Umpire if necessary.

With regard, however, to the manner in which such arbitrators are at present appointed, the Committee think there is room for improvement in many branches of trade. For example, in the case of Wheat and Seeds it is customary, in London, for the Buyer and Seller each to appoint an arbitrator. These arbitrators become advocates for their respective clients and the dispute is too frequently referred to an impartial Umpire, thereby incurring additional expense and really rendering the arbitrators unnecessary. The Committee would suggest that if the Committee of the Chamber make any representations, such as are suggested, to the London Chamber of Commerce and to the

General Produce Brokers Association, their suggestions should take the form, firstly, that arbitrators should be nominated by independent persons, secondly, that the fees should be minimised, and thirdly, that the names of the parties whose goods are being examined, should be concealed from the arbitrators.

In dealing with the last point, the Committee would instance the procedure which is followed by this Association where a quality dispute is settled by two arbitrators. The arbitrators are nominated by the Secretary of the Association from the members of the Committee. They are in entire ignorance of the names of the buyers and sellers, and only know the sample upon which they are arbitrating by the number that is put upon it. As a result, the appointment of an Umpire is practically unknown, which goes to prove that, where Umpires are appointed in disputes as to quality, the reason is not to be found in the inability of two experts to agree as to the inferiority or otherwise of the samples examined, but is rather due to the fact that the arbitrators, being appointed by buyers and sellers, feel called upon to advocate to the utmost of their powers the cases of their respective clients.

The Committee would also instance the procedure in connection with the settlement of quality allowances, or the passing of qualities, in what is known as the London delivery market for Shellac. The samples are placed before three experts who are selected month by month in rotation and are not appointed by either buyer or seller. In place of a fee being charged by each arbitrator, expenses are minimised by a fee of one guinea being charged for each sample analysed, such fee being divided among the three experts who examine it. The Committee would add however that, in the Shellac delivery market, every sample is, by the rules of the trade, submitted to these experts either for approval or assessment of allowance for inferior quality. It would not be necessary to carry out the procedure to the same extent in other branches of trade, such, for instance, as Seeds and Wheat. The Committee, however, are strongly of opinion that reform on the foregoing lines would be manifestly to the advantage of the trade. At present it is undoubted that arbitration fees are looked upon as perquisites by London Brokers and the trade is to that extent unnecessarily taxed for their benefit. The Committee think that an endeavour should be made to minimise all such extraneous expenses and if some such procedure as that now obtaining in the case of Shellac could be adopted in the case of Seeds

and Wheat, Teas, and other similar classes of produce, a very great reform would be effected and less dissatisfaction would be felt by Calcutta shippers when allowances are given against them.

In the event of the Chambers deciding to take up this question the Committee would further suggest that so far as the articles with which this Association is concerned are dealt with, the proper bodies to approach in London are the Incorporated Oil Seeds Association and the London Corn Trade Association. If such a reform as that which the Committee have instanced were carried out, it would better fulfil the requirements of trade than the Arbitration Board, however constituted, which is suggested in the letter from Messrs. Chapman, Anthony & Co.—Yours faithfully,

(Sd.) W. PARSONS, Secretary.

Extract, page 3, from The "Englishman" of Monday, the 30th November 1903.

London Arbitration.

TO THE EDITOR OF THE "ENGLISHMAN."

SIR,—It has been very forcibly brought to our knowledge that the trade in raw produce between India and Ceylon and London is being seriously hampered by alleged unfairness on the part of London arbitrators to the detriment of Eastern shippers, so much so that many merchants are absolutely declining business based on the clause—"Any dispute to be settled by London Arbitration."

As far as we know no remedy has been proposed, but the cure seems to us to be very simple.

We suggest that the Chambers of Commerce in Calcutta, Bombay and Colombo should approach both the London Chamber of Commerce and the Produce Brokers' Association with a view to establishing an arbitration board, the members of which should consist of an equal number of merchants carrying on business in London with the East, and of merchants and brokers who are dealing with buyers.

It is unnecessary to suggest the details of the functions of such a board. The broad idea appeals to us as one by which the Eastern

merchant, whether European or Native, can rely that his interest are being studied, and it only wants the active co-operation of the Eastern Chambers to ensure its success.

There may be a certain amount of friction in overcoming a hoaryheaded state of affairs, but if the matter is brought forward by the Eastern Chambers and backed by the leading Eastern merchants in London, we think it will carry sufficient weight—Yours truly,

CHAPMAN, ANTHONY & Co.

LONDON, *November 12th.*

CHAMBER OF COMMERCE,
BOMBAY, 4th February 1904.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 22nd December on the subject of London Arbitrations. I am to say that the leading export firms have been consulted, and that, in view of the replies received, the Committee have decided to give members an opportunity of communicating with their home friends before coming to a definite decision in the matter.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 8th February 1904.

The MEMBERS OF THE BOMBAY CHAMBER OF COMMERCE.

GENTLEMEN,—I am directed by the Committee of the Bombay Chamber of Commerce to hand you two copies of a letter and accompaniments received from the Bengal Chamber of Commerce on the subject of London Arbitrations.

The Committee will be glad to be informed of your views on the subject, and the second copy of the papers is enclosed in order that you may, if you think necessary, consult your home friends in the matter.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX X-1.

CHAMBER'S TRADE RETURNS.

STOCKS AND DELIVERIES OF PIECE-GOODS AND YARNS—DISCREPANCIES IN.

CHAMBER OF COMMERCE,
BOMBAY, 9th June 1904.

THE SECRETARY, BOMBAY PORT TRUST, Bombay.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been called to certain discrepancies in the monthly statement of stocks and deliveries of Piece-Goods, Yarns, etc., issued monthly by this Chamber and compiled from figures supplied by the Superintendent, Prince's and Victoria Docks, and the Traffic Manager, Bombay Port Trust. I subjoin a statement showing the comparative figures:—

Cotton Piece-Goods.

		Packages.
Stock on 31st December 1903 as per Chamber's monthly statement based on Port Trust figures		22,057
Imports from 1st January to 30th April 1904 as per Chamber's Daily Trade Return compiled from the Import Bills of Entry		96,512
Total ...		118,569
Deliveries from Port Trust and Private Godowns and direct from Dock sheds (Chamber's Return for the same period) ... ... packages	77,127	
Stock on 30th April 1904 ... ... „	29,546	
		106,673
Discrepancy ...		11,896

Enquiries have been made at the Dock Superintendent's office, and it appears that the Port Trust Returns as supplied to the Chamber do not include deliveries from Dock sheds direct to Railway sidings. Such deliveries during the first four months of the year amounted to

3,513 packages. This however still leaves a deficiency of 8,383 packages. Similarly there is a difference of 839 bales in the figures of Twist and Yarn. The Committee are unable to account for these discrepancies, and they would esteem it a favour if you would cause enquiries to be made as to how they arise. It is likely that packages lying in Dock sheds are not warehoused for a time owing to want of space or other causes, in which case the deficiency shown above may be accounted for, but as the Chamber has no authoritative information on the subject, I am directed to ask you to kindly inform the Chamber as to how such packages are treated in respect of the return furnished to the Chamber each month. The Committee would also like to know whether Piece-Goods and Yarns removed from Dock sheds and retained in unclaimed warehouses are included in the statements furnished to the Chamber by the Traffic Manager or the Docks Superintendent.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 12th August 1904.
No. 4240.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—With reference to your letter, dated 9th June 1904, regarding statistics of stocks and deliveries of Piece-Goods, I am directed to say that the matter has been referred to the Traffic Manager and the Superintendent of the Docks who report as under :—

(1) The figures given in the Traffic Department Monthly Statements appear correct. They are based on Daily Deliveries, and on the number of Packages shewn in the Warehousing Applications. The number of Packages in the Uncleared Goods Warehouse are not included however, and that would, no doubt, lead to an appreciable difference in the Chamber's results but not to the extent shewn by the Chamber of Commerce ; of course, it need hardly be said, that no information can be given regarding Packages in the Uncleared Goods Warehouse, as contents are not known until time of clearance. Another difference in results would arise in consequence of Packages received from Town being included in the Traffic Department Receipts while they

would be excluded from the Chamber of Commerce returns based on Import Entries, and still another difference would be due to misdescription of Piece-Goods. The Chamber's returns of Imports based on Customs entries prepared in any one month might also be incorrect if all the Goods described in the entries were not landed in the same month. Nothing is said with regard to possibility of error in returns of clearances from Private Godowns as the system followed is not known.

(2) Considering all things, it would apparently be more satisfactory if the Chamber of Commerce deputed a clerk to collect details regarding Receipts and Deliveries at the Warehouses and the Docks. All the information available from Port Trust Documents could be given, and the Chamber would, by such an arrangement, be in a better position to eliminate all erroneous figures and to trace differences than by the present system.—I have, &c.,

H. E. HART, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1904.

CIRCULAR TO MEMBERS.

Stock and deliveries of Cotton Piece-Goods, Yarn, etc.

The Committee have for some time been examining the figures published monthly by the Chamber showing the stocks and deliveries of Cotton Piece-Goods and Yarns, Copper and Yellow-Metal Sheets. These figures are largely based on returns furnished to the Chamber by the Port Trust Traffic Manager and Docks Superintendent, but they do not adjust themselves with the import statistics published by the Chamber which are based on Custom House Returns. The discrepancy occurs **in deliveries only,** and is confined entirely to the clearances from the Transit Sheds. The Committee therefore desire to say that they cannot in future guarantee the accuracy of the clearances from Dock Sheds which are included in the figures published in the statement referred to.

C. J. MICHAEL, Assistant Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1904.

THE SECRETARY, BOMBAY PORT TRUST, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 4240, dated 12th instant, with reference to the statistics of stock and deliveries of Piece-Goods, Yarns, etc., supplied monthly to the Chamber by the Port Trust Traffic Manager and Docks Superintendent. In reply I am to say that the Committee will be obliged if the Trustees will be good enough to give instructions to the effect that information regarding the deliveries of Piece-Goods, Yarns, etc., *direct* from Unclaimed Warehouses to merchants should in future be supplied to the Chamber and included in the monthly statement furnished by the Traffic Manager. The Committee would also be glad to have the figures from 1st January to 31st July.

In regard to the concluding portion of your letter, I am to say that the Committee do not think any particular advantage would be gained by employing a special clerk to collect details regarding receipts and deliveries at the Warehouses and the Docks.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

No. 5814.

SECRETARY'S OFFICE,
BOMBAY, 14th November 1904.

To THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—With reference to your letter, dated 24th August 1904, I am directed to say that no separate account has been kept of Piece-Goods, Yarn, &c., delivered from the Unclaimed Warehouse and passed out through the Main Gate at the Docks, and it is therefore regretted that no return can be furnished from January to July 1904. But for the future and commencing from October 1904 particulars regarding deliveries of Cotton Piece-Goods, Yarn, &c., from the Unclaimed Warehouse will be included in the statement furnished by the Docks monthly to the Chamber of Commerce.—I have, &c.,

H. E. HART, Secretary.

APPENDIX X—2.

GRAIN AND SEED TRADE.

SHIPMENTS TO HULL.
DELAYS IN DISCHARGE AT THAT PORT.

HULL INCORPORATED CHAMBER OF COMMERCE & SHIPPING,
EXCHANGE BUILDINGS,
HULL, 11th January 1904.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed by the Council of this Chamber to forward you copy of correspondence that we have had with the Calcutta Wheat and Seed Trade Association, respecting the discharge of East Indian cargoes at Hull.—Yours, &c.,

JOSEPH GREGSON, Secretary.

CALCUTTA WHEAT AND SEED TRADE ASSOCIATION,
ROYAL EXCHANGE BUILDINGS,
CALCUTTA, 14th October 1903.

THE SECRETARY, CHAMBER OF COMMERCE AND SHIPPING, Hull.

DEAR SIR,—I am directed by the Committee of the Calcutta Wheat and Seed Trade Association to address you with regard to certain matters connected with the trade in wheat and seeds between Calcutta and Hull.

2. Shippers on this side have been very anxious to encourage trade with your port, and their efforts in this direction have, till recently, been attended with some success. An essential requisite for the promotion of business is, as you are aware, a free supply of tonnage. To ensure this shippers have either to charter what are known as "outside" steamers, in which case a full cargo has to be made up, or to arrange with the regular Liners to call at your port, in which case a weekly or at least a fortnightly service is secured throughout the

season, and shippers are at all times in a position to sell, say, 1,000 tons instead of having to build up a cargo. They are also able to accept a lower price when shipping by Liners than they are able to do when freight has to be engaged by "outside" steamers, the difference in the rate of marine insurance premiums alone being quite perceptible in the shipping cost. An arrangement with certain of the regular Liners was negotiated some time ago, but the Committee understand that the P. & O. and Clan Lines now refuse to go to Hull owing to the slow and antiquated methods of taking delivery which obtain at that port causing inordinate delays and consequent loss to them.

3. The Committee understand that in taking delivery each bag is weighed, cut open, and the contents discharged into lighters. They need hardly point out that the practice is not in keeping with that obtaining in other large ports, and that it is naturally attended with great inconvenience. The system of taking delivery at all other ports is to weigh only 5 per cent. of the consignments; and the discharging of the vessel consequently proceeds with expedition. It is within the recollection of members of the Committee that this practice prevailed at Hull, years ago, in regard to shipments of Calcutta linseed; and they are unaware of the reason for a change to the present cumbrous procedure which is distinctly not one likely to facilitate business with your port.

4. As it is to the interest of members of this Association (as no doubt it is, equally, to that of consumers at your port) that every possible hindrance to business shall be removed, the Committee would respectfully suggest that your Chamber should take the matter into careful consideration with a view to putting the discharging of Calcutta seeds upon the same basis at Hull as elsewhere.

5. The Committee are prepared for the reply that in weighing every bag the Hull buyer merely avails himself of the right secured to him under Clause 5 of the London form of contract, and that when so availing himself he pays the extra expense himself. Delay to the steamer, however, is the consequence of his action, and it is in the hope that your Committee will be able to dissuade buyers from the general exercise of this option that I am instructed to address you. If there is a difference between *average* and *complete* weights, which this Committee venture to doubt, such difference must be trifling and the variation must be well known and established by this time. Con-

sequently, buyers can protect themselves by an estimated addition to price when buying Calcutta seed.—Yours, &c.,

H. HAYWOOD, Acting Secretary.

HULL INCORPORATED CHAMBER OF COMMERCE AND SHIPPING,
EXCHANGE BUILDINGS,
HULL, 5th January 1904.

THE SECRETARY, CALCUTTA WHEAT AND SEED TRADE ASSOCIATION,
ROYAL EXCHANGE BUILDINGS, CALCUTTA.

DEAR SIR,—I duly received your favour of the 14th October last respecting the discharge of vessels in Hull loaded with wheat and seed which I have submitted to the Council of this Chamber, and after consulting their Members engaged both in the Seed Trade and the Wheat Trade and also the Shipowners of the Port, I am instructed to reply as follows:—

That the delays in discharging complained of arise entirely from the way in which the cargoes are stowed at the port of loading, *viz.*, that, instead of being stowed with a reasonable quantity of each parcel together, they seem to be mixed indiscriminately, and hence the delay in sorting out and also changing craft.

It is absolutely necessary for the existence of the Hull Trade that it should continue to be an overside trade, and short of landing on the quay, which is inadmissible, there is no way to expedite discharge except by stowing in blocks at the port of loading.

We have never heard of a case in any port where only 5 per cent. of Grain has been weighed. The proposal to do so cannot be entertained, as our buyers would not agree to it.

The slow rate of discharge is not only a disadvantage to the shipowner but a great disadvantage and loss to the merchant, owing to loss of interest and delay of craft.

We may also point out that the remarks which apply to Calcutta apply to Bombay with the exception of Messrs. Wilson's steamers (and occasionally other steamers) which are properly stowed.

In conclusion, we would point out that Karachi steamers, which are properly stowed in parcels, meet with no delay ; in fact, on the contrary, Hull is a favourite port with shipowners for vessels loading at Karrachi.—I am, &c.,

JOSEPH GREGSON, Secretary.

APPENDIX X-3.

TECHNICAL EDUCATION—TEXTILE INDUSTRY.

PROPOSED GOVERNMENT SCHOLARSHIPS.

No. 3064 of 1904-05.

OFFICE OF THE
DIRECTOR OF PUBLIC INSTRUCTION,
POONA, 2nd July 1904.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed by Government to inform you that it is proposed to recommend to the Government of India that two scholarships should be offered to suitable candidates in the Bombay Presidency with a view to the holders proceeding to Europe to pursue a special course of study in connection with the textile industry. It is also proposed that one of the scholarship holders should specially investigate the hand block printing industry and its methods with a view to the improvement and development of this minor industry in the Presidency and specially in Gujarat.

2. The value of the scholarships is to be £150 per annum, and it is further proposed that the holders should be granted a remission of fees in any institution in Great Britain or other country of Europe which they might attend and also receive reasonable travelling allowances for journeys made *bonâ fide* for the purpose of visiting industrial centres and particular institutions. The scholarships are probably to be for 2 years, that is to say that, if it appeared advisable to extend the scholarship at the end of one year, it might be so extended for a second year.

3. It is proposed that applications should be invited from candidates who have received a special education in the textile industry, such as that given in the Victoria Jubilee Technical Institute, Bombay, and who have subsequently had practical experience in a mill for a period of 5 years. Candidates who have had a good general education such as University Graduates and who also have had the necessary practical training in a mill for a similar period would also be invited to apply. It is thought that such candidates should not be more than 30 years of age, but Government reserve the power of relaxing the age limit. It is obvious that candidates must have a thorough acquaintance with English, so that they may be able to profit by a course of study in Europe.

4. I am desired to ask that you will favour me with your opinion as to the course of study which should be followed by the scholarship holders during their absence from India. The course should be directed towards the acquisition of such special knowledge as will be most serviceable to them on their return to this Presidency. They may, presumably, on their return take up employment under a firm or company, or undertake industrial enterprise on their own account, or find suitable employment in such a special school as that proposed to be started in Ahmedabad by Mr. Bhinubhai Madhavlal in connection with the textile industry. It is not, I understand, proposed to restrict them in any way in this direction or to place them under any engagement.

5. If you can assist me in framing the outline of a course of study calculated to render the scholarship holders especially competent and useful men in view of the present circumstances of India and especially of this Presidency, I shall be much obliged. I also request the favour of early consideration of this reference, so that my report to Government on the subject may be delayed as little as possible.—I have, &c.,

E. GILES, Director of Public Instruction, Bombay.

CHAMBER OF COMMERCE,
BOMBAY, 18th July 1904.

THE DIRECTOR OF PUBLIC INSTRUCTION, BOMBAY, Poona.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 3064 of the 2nd instant, with reference to the

proposal to recommend to the Government of India that two scholarships should be offered to suitable candidates in the Bombay Presidency with a view to the holders proceeding to Europe to pursue a special course of study in connection with the Textile Industry.

2. The Committee have read your letter with much interest, and, in asking you to convey to the Bombay Government the thanks of the Chamber for bringing the matter to their notice, they direct me to say that the proposed scheme has their entire support.

3. In regard to the enquiry in your para. 4 as to the course of study which should be followed by the scholarship holders during their absence from India, I am to say that the Committee believe that the Technical Colleges in Manchester, Bradford and Leeds will be found the most suitable places for the acquisition of the higher education and practical training desired. The course in Manchester is understood to be 3 years, but as the holders of the scholarships will have received a special education in the textile industry in this country, the shorter period covered by the scholarship will no doubt suffice. Practical training for a short time in large works at home would be an excellent finish to a course of instruction in a Technical School, but employment of this kind will be found very difficult, in fact almost impossible, to obtain.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX X-4.

STANDARD TIME FOR ALL INDIA.

GENERAL DEPARTMENT, No. 4218.

BOMBAY CASTLE, 11th August 1904.

Letter from the Government of India, Department of Revenue and Agriculture (Meteorology), No. 7, dated the 13th July 1904.

I am directed to enclose, for the consideration of the Governor in Council, a "Note on a proposal for an Indian Standard Time." The proposals upon which the Government of India desire to obtain opinions are numbered (1) and (2) in paragraph 17 of the Note. The Governor-General in Council, as at present advised, is in favor of these proposals, and is prepared to accept them so far as State railways and telegraphs are concerned. The Indian Railway Companies are being separately consulted on the subject by the Government of India

in the Public Works Department, and I am to ask that the Governor-General in Council may be favoured with the opinion of the Government of Bombay and also of the leading commercial bodies and Port authorities in the Presidency.

2. As regards the adoption of a standard time for general purposes all over India, which is discussed in paragraphs 15 and 16 of the Note, I am to say that His Excellency in Council considers the change is exceedingly advisable, and is prepared to co-operate in any movement to give effect to it. But the matter is clearly one that must be left to local communities to decide.

RESOLUTION.—Copies of the letter from the Government of India and accompaniment should be forwarded to the Commissioners of Divisions, the Commissioner in Sind, the Postmaster-General, the Director, Government Observatory, Colaba, the Meteorological Reporter for Western India, the Municipal Commissioner for the City of Bombay, the Chamber of Commerce, Bombay, and the Port Trustees, Bombay, for the favour of their opinion.

2. The Commissioner in Sind should be requested to favour Government with the opinions of the Karachi Port Trust and the Chamber of Commerce.

J. SLADEN,
Acting Secretary to Government.

To

The Commissioner, N. D.,
The Commissioner, C. D.,
The Commissioner, S. D.,
The Commissioner in Sind,
The Postmaster-General,
The Director, Government Observatory, Colaba,
The Meteorological Reporter for Western India,
The Municipal Commissioner for the City of Bombay,
The Chamber of Commerce, Bombay,
The Chairman, Bombay Port Trust.

NOTE ON A PROPOSAL FOR AN INDIAN STANDARD TIME.

Until a few years ago, the standard time in each European country was the local time of some central observatory within its territories; the time differences between adjacent countries (such as 1h. 7m. 38·62s. between St. Petersburg and Berlin) were inconveniently

complex; and it was a troublesome matter to ascertain the time in any one country which corresponded with a given time in any other. But during the past 15 years, most of the civilised countries of the world have adopted a system by which the time that is kept by their clocks is referred to a common standard, namely the meridian of Greenwich. Local time alters by one hour for every 15° difference of longitude; so that when it is 12 o'clock at Greenwich, it is 1 o'clock at a place 15° east, and 11 o'clock at a place 15° west of Greenwich, and so on proportionally. In Europe, therefore, the system is based upon a division of the continent into "hour-zones" of a width of 15° each. The theoretical system is, that the first zone, throughout which Greenwich time is kept, extends from 7° 30′ E. to 7° 30′ W. Going farther east or west of Greenwich, the boundaries of the zones are placed at 22° 30′, 37° 30′, 52° 30′, and so forth, the central lines of the zones being 0°, 15°, 30°, 45°, and so forth, or 15° apart. Throughout each hour-zone the same *standard time* is kept which corresponds with the local time of its central line; and when crossing each boundary the time is altered by one hour, so on the two sides of the boundary the clocks show the same minutes and seconds, but the one to the east is an hour in advance of the one to the west, while the former is half an hour faster, and the latter half an hour slower than the true local time.

2. This is the theoretical division; but in applying it in practice it is slightly modified, the same time being kept throughout each country or state, and the change of an hour being made, not when the meridian but when the frontier is crossed; and this is possible because the countries, colonies and states which have so far adopted the system never extend far beyond the limits of a single hour-zone. Thus the whole of France keeps Greenwich time, and in the whole of Germany the time is one hour in advance of Greenwich, though small portions of each country lie outside the 1st and 2nd hour-zones respectively. In a word, while the system is adhered to in principle, its application is slightly modified from considerations of practical convenience.

3. This system has been adopted by the following countries*:—

Europe.—Austria, Belgium, Bosnia, Bulgaria, Denmark, France, German Empire, Great Britain, Herzegovina, Hungary, Italy, Malta, Netherlands, Norway, Portugal, Roumania, Spain, Sweden, Switzerland, Turkey.

* The source of information is not very recent; and it is possible that this list should be extended.

Africa.—Bechuanaland, Cape Colony, Congo Free State, Natal, Orange River Colony, Rhodesia, Transvaal, Zululand.

Australasia.—New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, Western Australia.

America.—Canada, United States (each State separately).

Asia.—Japan, Korea, Pescadores Island.

Now in India, if we are told that an event happened at 15h. 19m. 11s. by Madras time, we have to subtract 5h. 21m. 10s. to get the Greenwich time, which corresponds, namely, 9h. 58m. 1s. But when we are told that an event happened at 15h. 19m. 11s. at any place in any one of the above mentioned countries, we get the corresponding Greenwich time, or indeed the corresponding clock time at any place in any other of those countries, by simply adding or subtracting a certain number of hours which is easily remembered, the minutes and seconds being at every moment of time the same on every clock throughout the whole of these countries.

4. The system, however, is subject to a slight further modification for reasons of practical convenience. In Cape Colony, for instance, about half the colony lies within the second and half within the third hour-zones, the standard times of which are 1 and 2 hours respectively in advance of Greenwich. But, in order to avoid the use of two standard times within the same colony, they have taken as their standard the local time of 22° 30′ E. (the meridian of which runs up the centre of the colony), or 1½ hours ahead of Greenwich. The relation with Greenwich time is not *quite* so simple as if the difference were 1 or 2 hours exactly instead of 1½ hours; but it is sufficiently simple, and the main advantages of the system are preserved. This example has been copied by the following South African Colonies, Bechuanaland, Cape Colony, Orange River Colony, Rhodesia and the Transvaal, which have adopted the same time as Cape Colony and New Zealand, where the standard time has been fixed at 11½ hours in advance of Greenwich. It will be noticed that all these colonies are isolated, either singly or in groups; a fact which alone renders this departure from the general system possible.

5. The importance and utility, first of having a standard time or times, instead of local times varying, generally by odd minutes and seconds, from each place to every other place*, and difficult of

* For the critical reader, add "unless both happen to be on the same meridian."

ascertainment, and secondly, of fixing the standard time in some simple relation with the Greenwich time which the civilised world has adopted as its standard of reference, are so obvious as hardly to need enumeration. In these days of universal international transactions, of rapid and extended communications, and especially of almost instantaneous telegraphy, every country is concerned with the time of every other. Ships, all the world over, set their chronometers to Greenwich time and it is an intolerable nuisance to have to take a pencil and a piece of paper in order to compare their time with the local time of the port in which they happen to be.* For scientific purposes, multiplicity and uncertainty of times are an abomination. It is for example very desirable to ascertain the rate of movement of cyclones and cyclonic storms in their passage over land as well as over sea, and the rate at which the movement slackens down as they pass over land. Results have been obtained, but of a very unsatisfactory nature, simply owing to the doubt which attends all statements of time in the great majority of cases in India. Similarly, the efforts made by the Meteorological Department some years ago to ascertain the rate at which nor'westers advance in Bengal and the length of their tracks, were utterly frustrated by the unreliability and inaccuracy of the time given by observers in the smaller towns and villages over which the storms passed. The Geological Survey Department experiences similar difficulties in estimating the rate of movements of earthquakes. Finally, to the private individual, it is convenient and may sometimes be important to know what is meant when he is told that an event occurred in another station at a certain hour.

6. In India we have already a standard time, which is very generally, though by no means universally, recognised. It is the Madras local time, which is kept on all railway and telegraph lines throughout India†, and which is 5h. 21m. 10s. in advance of Greenwich. Similarly, Rangoon local time is used upon the railways and telegraphs of Burma, and is 6h. 24m. 47s. ahead of Greenwich. But neither of these standards bears a simple and easily remembered relation to Greenwich time.

* So intolerable, that at Bombay special signals are already made which bear a simple relation to Greenwich time for the benefit of the shipping and the marine authorities, and there can be little doubt that other ports will presently follow suit.

† Except a small line, hitherto isolated in Assam, on which, now that it has been linked up to the general railway system, Madras time will doubtless be kept in future.

7. The Government of India have several times been addressed by Scientific Societies, both in India and in England, and urged to fall into line with the rest of the civilised world. And now the Royal Society has once more returned to the attack. The Committee of that Society which advises the Government of India upon matters connected with its observatories, writes:—"The Committee think that a change from Madras time to that corresponding to a longitude exactly 5½ hours east of Greenwich would be an improvement upon the existing arrangements; but that for international scientific purposes the hourly zone system, making the time 5 hours in advance of Greenwich in the west, and 6 hours in advance in the east of India, would be preferable."

8. It will be well to explain more exactly the two alternatives thus set before us. If the first is adopted, the railway and telegraph time of India will be altered from 5h. 21m. 10s. to exactly 5h. 30m. in advance of Greenwich. At a given moment every railway and telegraph clock will be put forward 8m. 50s.; and that is all that will be altered. All time-tables and the clock-times of departure and arrival will stand unchanged; but the trains will really start and arrive nearly 9 minutes earlier in the day than before.

9. Under the second alternative suggested by the Royal Society, India would be divided into two hour-zones as explained in paragraph 1, one lying between longitude 67½ and 82½, and the other between longitude 82½ and 97½.* The dividing line would run a little east of Coconada and Allahabad, and all east of that line the time would be 6 and all west of it 5 hours ahead of Greenwich, a change of an hour being made as the dividing line was crossed. Or, as in paragraph 2 above, the change might be made when the border of a province is crossed. Put roughly, it would mean that (subject to a correction of about 7½ minutes in the one case and 2½ in the other) Calcutta time would be used throughout Bengal, Assam and Burma, and Lahore time throughout the rest of India.

10. Now if India were connected with Europe by a continuous series of civilised nations with their continuous railway systems all of which had adopted the European hour-zone system, it would be imperative upon India to conform and to adopt the second suggestion described in the preceding paragraph. But as she is not, and as she is as much isolated by uncivilised States as Cape Colony is by

* Karachi and Quetta on the west, and a small part of Burma on the east, lie, in strictness, just outside their respective zones.

the ocean, it is open to her to follow the example of that and some other similarly situated colonies (see paragraph 4), and to adopt the first suggestion described in paragraph 8.

11. It is believed that this will be the better solution. There are obvious objections to drawing an arbitrary line right across the richest and most populous portions of India, and so as to bisect all the main lines of communication, and keeping times differing by an hour on opposite sides of that line. India has become accustomed to a uniform standard in the Madras time of the railways; and the substitution for it of a double standard would appear to be a retrograde step; while it would in all probability be strongly opposed by the railway authorities. Moreover, it is very desirable that whatever system is adopted should be followed by all Europeans and Natives alike; and it is certain that the double standard would puzzle the latter greatly; while, by emphasising the fact that raliway differed from local time, it might postpone, or even altogether prevent the acceptance of the former instead of the latter by people generally over a large part of India. The one great advantage which the second possesses over the first alternative is, that under the former, the difference between local and standard time can never exceed half an hour †; whereas under the latter it will even exceed an hour in the extreme cases of Karachi and Quetta. But this inconvenience is believed to be smaller than that of keeping two different times on the Indian system of railways and telegraphs.

12. It is proposed, therefore, to follow the procedure described in paragraph 8, and, at a given moment, to put on all the railway and telegraph clocks in India by 8m. 50s. They would then represent a time 5½ hours faster than that of Greenwich, which would be known as *Indian Standard Time*; and the difference between standard and local time at the places mentioned below would be approximately as follows, the figures representing minutes, and F. and S. meaning that the standard time is in advance of or behind local time respectively:—Dibrugarh 51 S., Shillong 38 S., Calcutta 24 S., Allahabad 2 F., Madras 9 F., Lahore 53 F., Bombay 39 F., Peshawar 44 F., Karachi 62 F., Quetta 62 F.

13. This standard time would be as much as 54 and 55 minutes behind local time at Mandalay and Rangoon respectively; and since

† At Karachi and Quetta it would be 32 minutes: see foot note to paragraph 9.

the railway system of Burma is not connected with that of India, and already keeps a time of its own, namely Rangoon local time, it is not suggested that Indian Standard Time should be adopted in Burma. It is proposed, however, that instead of using Rangoon Standard Time as at present, which is 6h. 24m. 47s. in advance of Greenwich, a *Burma Standard Time* should be adopted on all the Burmese railways and telegraphs, which would be one hour in advance of Indian Standard Time, or 6½ hours ahead of Greenwich time, and would correspond with 97° 30′ E. longitude. The change would bring Burma time into simple relation, both with European and with Indian time, and would (among other things) simplify telegraphic communication with other countries.

14. Standard time will thus have been fixed for railways and telegraphs for the whole of the Indian Empire. Its general adoption for all purposes, while eminently advisable, is a matter which must be left to the local community in each case. Madras time is at present kept, it is believed, throughout the whole of the North-West Frontier Province, the Punjab, Biluchistan, Sindh (except Karachi), the United Provinces, and the Madras Presidency, and Rangoon time throughout the whole of Burma. Thus, throughout a very considerable part of India a standard time is already used ; and it may be taken for certain that the proposed alteration of 9 minutes in India and 5 minutes in Burma will not affect its use. Wherever there is a railway station or a telegraph office, the correct standard time is, and will continue to be, periodically signalled direct from the Madras observatory, so that there need never be any doubt as to accuracy.

15. But in the rest of India, the present state of affairs is very different. The two great cities of Calcutta and Bombay, although the difference between standard and local time is in each case only about half an hour, still make use of the latter for general purposes ; insomuch that at Bombay there are actually three separate times in use—railway time, local time and port-signal time (see foot note to paragraph 5 above), while, local being behind railway time, forgetfulness of the fact means missing the train. The existence of observatories at both places enables local time to be ascertained with accuracy. But it is greatly to be desired that standard time should be adopted ; and it is not impossible that the substitution of an *Indian* time, taken from an arbitrary meridian, for a *Madras* time taken from

a rival capital, may facilitate the change. It would involve putting all clocks back 24 minutes in Calcutta and forward 39 minutes in Bombay. If the clock-times of the daily routine were left unaltered, a man would get up, breakfast, and go to office 39 minutes earlier in Bombay and 24 minutes later in Calcutta than before ; but, *per contra*, he would go to bed, dine, and leave office 39 minutes earlier or 24 minutes later to correspond. The whole day's routine would be bodily shifted about half an hour forwards or backwards, and in a few weeks the fact that there had been a change would be forgotten. The port of Karachi also uses local time ; and there the substitution of standard for local time, as proposed, would involve putting the clocks forward by as much as 62 minutes. But Beluchistan and Sindh, with the exception of Karachi, already use railway time, which is no less than 53 minutes in advance of local time, and experience no inconvenience from its use.

16. The rest of India (it is believed) uses either the time of the Presidency town or local time, ascertained as best it may be by the help of clocks and sundials.* The disadvantages of such a state of affairs have already been pointed out in paragraph 5. It would, indeed, be possible for Government to direct that standard time should be kept in future in all Government offices in the Mofussil. But it will probably to leave the matter to the good sense of the communities concerned ; prefer if the Presidency towns will only set the example, there is little doubt that the rest will follow suit.

17. To sum up, the proposals discussed in this Note are—

(1) To fix an *Indian Standard Time* for use upon all Indian railways and telegraphs in India, which shall be exactly 5½ hours in advance of Greenwich, and therefore about 9 minutes in advance of Madras time ;

(2) to fix a *Burma Standard Time* for use upon all the railways and telegraphs of Burma, which shall be exactly 6½ hours in advance of Greenwich, and therefore about 5 minutes in advance of Rangoon time.

It is hoped that if these changes are made, standard time will eventually be used for general purposes throughout India and Burma.

* Probably it is not every body who knows that a sundial gives local time correctly, only at two moments in the year; and that its error sometimes exceeds a quarter of an hour in each direction. Thus, people who go by the sundial without correction, already use times which differ from one another, at certain seasons, by more than half an hour, without experiencing inconvenience.

CHAMBER OF COMMERCE,
BOMBAY, 27*th August* 1904.

THE ACTING SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your Notification No. 4218 of the 11th instant, together with a copy of a Note on a proposal for the adoption of a Standard Time for general purposes all over India.

2. I am to say that this matter came before this Chamber in the early part of last year in another form, and that the Committee then found it impossible to interest the Commercial community in the question, the general preference in Bombay being, as far as they could ascertain, for a continuance of the present system, the various ports keeping their own solar time and the Railways the time of Madras.

In regard to the specific proposal mentioned in paragraph 2 of the letter from the Government of India, Department of Revenue and Agriculture (Meteorology), No. 7, dated 13th July 1904, and dealt with more fully in paragraphs 15 and 16 of the Note referred to, I am to say that while there is some difference of opinion amongst the members of my Committee, they believe the feeling generally is against any alteration in local time, and any movement in this direction would not, they think, be acceptable to the Mercantile Community or to the general public of Bombay.—I have, &c.,

C. H. ARMSTRONG, Chairman,
C. J. MICHAEL, Asst. Secretary.

No. 1556—1904.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 13th October 1904.

FROM THE SECRETARY, BENGAL CHAMBER OF COMMERCE,

TO THE SECRETARY TO THE GOVERNMENT OF BENGAL,
MARINE DEPARTMENT.

SIR,—I have the honour to acknowledge receipt of your endorsement No. 1285-Marine of 26th July 1904, covering copy of circular No. 7 of 13th July 1904, from the Secretary to the Government of

India, Department of Revenue and Agriculture, with enclosures, relating to proposals for the adoption of an Indian Standard Time.

2. The proposals on which you ask for an expression of the views of the Chamber for the information of the Government of India, are briefly summarised as follows in the enclosures to your letter :—

(*a*) To fix an *Indian Standard Time* for use upon all Indian Railways and Telegraphs in India, which shall be exactly 5½ hours in advance of Greenwich, and therefore about 9 minutes in advance of Madras time ;

(*b*) To fix a *Burma Standard Time* for use upon all the Railways and Telegraphs of Burma, which shall be exactly 6½ hours in advance of Greenwich, and therefore about 5 minutes in advance of Rangoon time.

3. The Committee understand from the letter of 13th July, addressed by the Government of India to the various Local Governments, that the Government of India are prepared to accept the above proposals in connection with State Railways and Telegraphs being also in favour of the adoption of a new Standard Time for general purposes throughout India and Burma, and are prepared to co-operate in any movement to give effect to it, this latter proposal, however, in the opinion of Government being clearly one that must be left to local communities to decide.

4. I have now the honour to intimate that as the result of a reference to the various Associations connected with the Chamber, and to the members of the Chamber generally, there appears to be a general consensus of opinion in favour of the adoption of an *Indian Standard Time* upon all Indian Railways and Telegraphs 5½ hours in advance of Greenwich time and therefore about 9 minutes in advance of Madras time. With regard to the general adoption of this Standard Time by local communities, there is also a general preponderance of opinion in favour of such action being taken, although on this particular point a few dissentient votes have been recorded. Under these circumstances, the Committee feel themselves justified in supporting the proposals under reference so far as they relate to India ; but I am instructed to point out that in the event of the general adoption of the Standard Time for local purposes, which would involve in Calcutta 24 minutes difference from the present mean time, the question would probably arise as to the expediency of opening

and closing of Courts, Offices, &c., half an hour earlier in order to provide that the actual working day shall remain in the same relation as at present to sunrise and sunset.—I have, &c.,

W. PARSONS, Secretary.

APPENDIX X-5.

GOVERNMENT SUPPLIES.

CHAMBER OF COMMERCE,
MADRAS, 12th January 1904.

To THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I beg to hand you herewith copies of letters which have passed between the Director-General of Supply and Transport and the Bangalore Woollen Mills, in which the questions raised are of considerable importance to Indian Manufacturers in regard to their position as suppliers, or possible suppliers, of the requirements of Government, and to express the hope that your Chamber will address the Government of India in support of the views of this Chamber as set forth in its letter, a copy of which is enclosed.—I remain, &c.,

GEORGE G. ARBUTHNOT, Chairman.

THE CHAMBER OF COMMERCE,
MADRAS, 12th January 1904.

From THE HON'BLE SIR GEORGE ARBUTHNOT,
CHAIRMAN, CHAMBER OF COMMERCE, Madras,

To THE SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE & COMMERCE DEPARTMENT, Calcutta.

SIR,—I have the honor to hand you herewith copies of letters which have passed between the Director-General of Supply and Transport and the Bangalore Woollen, Cotton and Silk Mills Co., Ld., in which the questions raised are of considerable importance to Indian manufacturers in regard to their position as suppliers, or possible suppliers, of the requirements of Government.

2. The first point is as to method of calculation of the cost of the Home supplies of the Government. The Indian manufacturer of any article, which is also made at Home, is placed in competition with the Stores Department of the India Office, and the Chamber under-

stands that the rule is that his price must be less than the calculated cost of the same stores delivered in India from England. Otherwise, the Home supply gets the preference. Comparative cost being the determining factor in the placing of orders, it is evidently of the first consequence that it should be fairly calculated if an undue preference to the English manufacturer is to be avoided, and, to further this end, the Chamber would be glad to be favoured with particulars as to how these calculations of cost are made, *e.g.*, whether such a basis as is taken by an ordinary importer is adopted by the officials concerned, whether only the obvious out of pocket expenses of packing, freight and landing charges are taken into account, or whether such items as establishment, insurance, warehouse rent and other contingencies, which a merchant would have to include, are considered.

3. The superior establishment alone of the Stores Department at the India Office draws salaries amounting to some £10,000 a year, whilst the pay of subordinates, rent and sundry charges must amount to a further considerable sum annually. Portions of the expenditure on the Accounts Branch and on the Financial Department are also plainly debitable to Stores. All this establishment is, for the purposes of the comparison under discussion, a trading concern and represents the London Office of the private importer. A proper percentage to cover its cost to Government should, in the Chamber's opinion, be added as a charge on supplies. Government, the Chamber believes, are their own insurers and take out no policies on their shipments; but they run precisely the same risks as any one else, and a premium to provide for these should, the Chamber submits, be debited. On arrival of the goods in India, a further establishment receives and distributes them, and this also should, the Chamber considers, be charged for in the calculation. The Chamber doubts whether most of these items are ever considered, and yet it is evident that they seriously affect the comparison of prices.

4. Another question arises as to what the calculated Home cost is supposed to mean in the way of delivery. In the accompanying correspondence, which arose from an offer of socks delivered in Lahore, it seems as if a Home cost of socks landed in Bombay, or Calcutta, was being used as a standard against a delivery of Indian socks in Lahore. It is evident that the railway freight to Lahore from either of these places is a serious item of cost, and the Chamber would be glad to know whether it is allowed for.

5. The Indian manufacturer who uses dutiable imported material receives no rebate on his deliveries to Government, and, possibly, no account is taken of this item of cost to him in comparing prices. And yet, as the duty has been received by Government, the cost to them of the Indian-made article is really diminished by that amount, and, for purposes of comparison with the Home price, the difference should, the Chamber submits, be allowed. If it is not, Government are plainly out of pocket if a transfer of their orders Home is induced by this difference, as it may well be under the present system. To take a concrete example: The duty on the worsted from which the socks are made costs the Bangalore Mills 3 pies per pair. Assuming that their price is a very small fraction over the stated 9 annas and that the socks are in consequence obtained from Home, Government have lost 3 pies which they would otherwise have received as duty, and have paid it over to a Leicester manufacturer, giving him an artificial advantage of that amount over the Bangalore Mills, and they have done so gratuitously and with no gain to themselves. The transaction is, in fact, a bounty of 3 pies per pair paid by India for the encouragement of sock-making in Leicester. Goods in the cost of which dyeing or bleaching, with imported chemicals, cloth, or yarn for the manufacture of which duty paid stores have been used, are, as far as the purchases of the Government of India are concerned, equally the subjects of bounty to foreign competition.

6. An entirely different and most important question of principle is raised by the Director-General when he stipulates that the Bangalore Mills shall use no foreign wool in the manufacture of their socks. As the Chamber does not suppose that the limitation is intended to apply to socks alone, it assumes that Government supplies purchased in India are in future to be exclusively made from Indian materials, and it is against any such condition that the Chamber wishes to enter a strong protest. Such a clause would mean that every market was to be open to the Home manufacturer for raw material, whilst his Indian rival was to be limited to India. Wool from Australia and New Zealand may be daily passing the gates of India, the Cape may be nearer to India than to Europe, but, so far as the Government can influence the matter, geographical advantage is not, it seems, to have its natural effect in the use in India of the produce of these Colonies. The wool is to be sent on to Europe, manufactured there and shipped out to India in a finished condition at a fresh freight charge.

7. The equal treatment of England and India has been the platitude of successive administrations for years past, and it has been insisted that the free development of Indian industries is the best safeguard against the effects of famine. And yet the present limitation placed on the use of imported raw material amounts to the deliberate protection, as far as Government purchases are concerned, of the foreigner against the native. It is not the protection merely of the British manufacturer, but of the Belgian and German as well. It cannot be said that the object is to develope the resources of India by encouraging the use of Indian raw material. A protectionist State might very well limit its suppliers to the use of the products of the country, but such a State would also give a preference to its own producers, and would decline to use imported articles wherever it could do without them. No one can accuse the Government of India of such a course of action. The policy—not their own, but forced upon them by the Secretary of State for India—has hitherto been to purchase as much as possible in England and as little as possible in India, to the repression, as far as Government patronage can affect the matter, of Indian industries.

8. As such a policy is extremely prejudicial to Indian interests, the Chamber submits that wherever, on a proper and fair comparison of cost, supplies can be bought more cheaply in India than in England, they should be so bought, entirely regardless of their source, or whether they are partially, or wholly, made in India, or from Indian materials. Nothing more can be asked by manufacturers in a country which professes free trade, nothing less is just to the Indian producer or to the Indian tax-payer.—I have, &c.,

(Sd.) GEORGE G. ARBUTHNOT, Chairman.

SUPPLY AND TRANSPORT CORPS,
CALCUTTA, 30th November, 1903.

No. 12894—B.

FROM THE MAJOR-GENERAL L. W. CHRISTOPHER, C. B.,
DIRECTOR-GENERAL OF SUPPLY AND TRANSPORT,

TO THE BANGALORE WOOLLEN, COTTON AND SILK MILLS CO., LD.

SIRS,—With reference to your letter, dated 21st October 1903, to the Storekeeper-General, Supply and Transport, Punjab Command, Lahore, I have the honour to forward a sample of sock and to request

that I may be furnished with a sample of socks equal to this sample, which you would be able to supply at a price not exceeding 7 annas a pair.

2. It should be fully understood that the samples submitted must be made from Indian wool and not from wool imported into India from any outside source.—I have, &c.,

(Signed) J. G. SMITH, Lieut.-Colonel,
For Director-General of Supply and Transport.

BANGALORE, 11th December 1903.

FROM THE BANGALORE, WOOLLEN, COTTON AND SILK MILLS Co.,Ld.,

THE DIRECTOR-GENERAL OF SUPPLY AND TRANSPORT, Calcutta.

SIR,—We have the honour to acknowledge the receipt of your letter No. 12894—B, dated 30th November, 1903, forwarding a sample of worsted sock and requesting us to send you an equivalent sample, which we should be able to supply at a price not exceeding 7 annas a pair.

We regret that we are unable to offer the sock at this price. Nor do we think any home manufacturer could do so, bearing the ordinary trade charges.

The sock sent is well known amongst hosiery manufacturers in England as the "Army Sock," and our information is that the last contract was placed by the War Office in Leicester at six shillings and six pence per dozen. Competition has brought the price down at least a shilling per dozen during the last few years, and the present price is regarded in the trade as giving no profit at all.

Socks costing 6½ pence per pair in England could not be imported and laid down in Lahore by the ordinary trader under about annas 7-9 per pair, net and without profit, or commissions.

We do not know on what basis the comparative costs of English and Indian-made goods are worked out by you, but we believe duty on import is not allowed for, which, in the above case, would be about 4½ pies per pair. As we shall presently show, all the socks of this description made in India must be of imported material which has paid duty and the Indian manufacturer has to bear this charge, which is omitted in the comparison of prices.

The second paragraph of your letter lays down the condition that "the samples submitted must be made from Indian wool and not from wool imported into India from any outside source."

We respectfully solicit the withdrawal of this stipulation.

In the first place, we know of no Indian wool from which a worsted of the character required could be spun. We believe that our competitors in India would acknowledge this fact, and indeed that it is perfectly well-known in the trade at Home that nothing but certain sorts of Cape wool produce the worsted of which your sample is made. We believe that every Woollen Mill in India, except this concern, uses imported wool to a considerable extent for use even in blankets, and we have ourselves, at various times, imported both Cape and Australian wools for use in certain classes of goods. If the stipulation in question is extended to all woollen goods supplied to your Department, as it logically should be, we think you would find many articles affected by the order. It would appear that Tibet wool is not an Indian wool.

The effect of the condition you lay down for us is that our competitors in England are to have the markets of the whole world, including India, open to them for the supply of their raw materials whilst the Indian manufacturer is to be limited to the products, possibly quite unsuited to his requirements of India alone. We are at a loss to understand why the Yorkshire manufacturer should be permitted and encouraged to use Cape wools in his supplies to the Government of India, whilst we and other Indian Mills are to be told that we are on no account to do so. It appears to us that this is not equal opportunity of free trade which the Government of India has always professed, but a kind of inverted protection, which, we submit, is indefensible on any economic ground. For to what else does it amount but to the deliberate protection of the non-Indian maker of certain goods for the State against the Indian maker who endeavours to compete with him?

Nor is this protection exclusively in favour of the British manufacturer, for the Leicester hosiery manufacturer uses large quantities of Belgian and German material. It follows, therefore, that the rule laid down may quite possibly benefit the Belgian worsted spinner at the expense of Indian industries.

We believe that not a single hosiery concern in England spins its own worsted and that every ounce of the partially manufactured material required is bought in the open market. We fail to under-

stand why the contractor in Leicester should purchase in this way and the contractor in India should not. The worsted is in each case the raw material of the manufacture.

Indian engineering firms are now permitted to supply Government with girders and other articles made from partially manufactured iron plates and bars, to which the equivalent in our case is worsted. We suggest that the instances are parallel and should be dealt with in the same way.

We trust that what we have written may convince you of the fairness of our claim to equality with our Home competitors and may induce you to withdraw the condition you have imposed. It is possible, however, that you have acted in accordance with orders from the Government of India, or from the Secretary of State, and in such a case we would solicit that such orders may be communicated to us, in view of the importance of the matter to all Indian manufacturers who contract with the Government.—I have, &c.,

per pro BINNY & Co.,
(Signed) J. W. CHAMBERS.

CHAMBER OF COMMERCE,
BOMBAY, 13th February 1904.

THE SECRETARY TO GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
Calcutta.

SIR,—The Committee of the Bombay Chamber of Commerce have received from the Madras Chamber of Commerce a copy of a letter, dated 12th January last, addressed by them with accompaniments to the Government of India on the subject of the disabilities under which Indian Manufacturers, as suppliers of Government requirements, are placed by the method of calculating the cost of those articles, procured through the Stores Department of the India Office, with which the Indian Manufacturers have to compete.

2. The case to which the papers in question particularly relate is one of Army socks required by the Director-General of Supply and Transport, Calcutta. My Committee have gone into the matter not only as a distinct case, but as an illustration of the position occupied by all Indian Manufacturers in the relation contemplated; and under

their instructions I now have the honour to submit that the conditions described constitute a very serious hardship. Indeed, they are convinced that in a very large number of cases the procedure complained of must render entirely invalid the formal declaration of Government in favour of "supplying the wants of Government by the purchase in the local market of articles of *bona-fide* local manufacture." They direct me to hand you, for easy reference, a copy of the correspondence furnished by the Madras Chamber of Commerce, and to quote the following Resolution of the Government of India, the last sentence of which—seeing that the Resolution has never to their knowledge been rescinded—has evidently been overlooked by the Director-General of Supply and Transport in this instance, and in other cases is, as they are informed, commonly ignored by some other departments :—

Resolution of Government of India, No. 185 *of the* 10*th January* 1883, *Finance Department, para.* 28 :—

> "His Excellency the Governor-General in Council therefore desires to invite the special attention of local Governments to the expediency of suppling the wants of Government by the purchase in the local markets of articles of *bona-fide* local manufacture. The Government of India is desirous to give the utmost encouragement to every effort to substitute for articles now obtained from Europe articles of *bona-fide* local manufacture or indigenous origin, and where articles of European and Indian manufacture do not differ materially in price and quality, the Government would always be disposed to give the preference to the latter, and the Governor-General in Council desires to remind all officers of Government that there is no reason why articles manufactured in India should not be obtained locally, even although the raw material necessary to their manufacture may have been originally imported from Europe."

3 In conclusion, I am directed to say that failure to give real effect to the principle affirmed in the resolution referred to is a cause of reasonable dissatisfaction and retards the development of local industries, which are a source of strength and wealth not only to the community but to Government.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

No. 1110-S. R.
GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
CALCUTTA, 19th February 1904.

From R. WATERFIELD, ESQ.,
OFFG. ASSTT. SECY. TO THE GOVT. OF INDIA,
To THE CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 13th February 1904, regarding the manner in which the orders for the purchase of articles of local manufacture should be given effect to. I am to say that the letter will be submitted for the consideration of the Government of India.—I have, &c.,

R. WATERFIELD,
Offg. Asstt. Secretary to the Govt. of India.

No. 4208-S. R.
GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
SIMLA, 8th July 1904.

From H. HESELTINE, ESQ.,
ASSTT. SECRETARY TO THE GOVT. OF INDIA,
To THE CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—In continuation of the letter from this Department, No. 1110-S. R., dated the 19th February 1902, I am directed to forward a copy of a letter, addressed to the Government of Madras, No. 4207-S. R., dated the 4th July 1904, containing orders on the representation made by the Madras Chamber of Commerce in regard to Government supplies.—I have, &c.,

H. HESELTINE,
Asstt. Secretary to the Govt. of India.

No. 4207-S.R.
GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
SIMLA, the 4th July 1904.

From E. N. BAKER, ESQ., C.S.I., I.C.S.,
SECRETARY TO THE GOVERNMENT OF INDIA,
To THE SECRETARY TO THE GOVERNMENT OF MADRAS,
FINANCIAL DEPARTMENT.

SIR,—I am directed to refer to your letter No. 68, dated the 25th January 1904, forwarding a letter, dated the 12th idem, from the Madras Chamber of Commerce on the subject of the purchase by the Government of articles manufactured in India.

In paragraphs 2 and 3 of the letter of the Madras Chamber they give their views as to the system which in their opinion should be adopted for the calculation of the cost of articles supplied from abroad for Government requirements, and they state that the Chamber doubt whether certain important items in the calculation are ever considered. I am to state that the cost of freight, packing, landing, insurance, inland transport, and other incidental charges, are duly considered in the Government calculations, and as Government has a larger experience in these matters than any private firm, they are in an exceptionally good position for striking a reasonable average where from the nature of the case it is impossible to fix with accuracy the precise charge actually incurred. The doubts of the Madras Chamber on this subject are therefore without foundation.

2. As regards allowance for the cost of the Store Department of the India Office, as a purchasing agency, this is not included in the Government calculations. The question of its inclusion has been more than once considered, and it has been decided that as the cost of the local purchasing agency is omitted in calculating the cost of articles of Indian production, the cost of the Store Department may also properly be omitted in calculating the cost of articles purchased abroad, the two items being set off against each other; it may moreover be pointed out that although the gross charge for the maintenance of the Store Department is considerable, the total of transactions is so large that the percentage charge on articles purchased is small. Government see no reason to modify their decision on this question.

3. In paragraph 2 of their letter the Chamber state that they understand the rule to be that the price of the Indian manufacturer of any article "must be less than the calculated cost of the same delivered to India from England. Otherwise the Home supply gets the preference." I am to point out that this assumption as to the rule of procedure is entirely wrong, and to request that you will call the attention of the Chamber to the Government Resolution on the question, dated the 10th January 1883. The policy laid down in that Resolution is still adhered to by the Government of India.

4. In paragraph 4 of the letter under reply, the Chamber request to be informed whether in the case of the socks required at Lahore, the cost of delivery by rail from the seaport was allowed for. I am to state that in this particular instance an allowance of five per cent.

was made on this account. This allowance was, in the circumstances, undoubtedly liberal.

5. In paragraph 5 of their letter the Madras Chamber discuss the question of the payment by Indian manufacturers of customs duties on material used in the manufacture of articles they produce. I am to point out that no duties are levied on raw materials or on the machinery required for their manipulation, and that therefore this item in the calculation of cost is as a rule quite trifling; even in the particular case of the socks cited by the Chamber, it only amounted to an approximate $2\frac{3}{4}$ per cent. The Government of India are of opinion that the incidence of customs duties is sufficiently allowed for by their policy of giving a decided preference to articles of Indian manufacture, where quality is not inferior to, and price is not appreciably greater than, that of similar articles imported from abroad.

6. Paragraphs 6, 7 and 8 of the Chamber's letter indicate some misapprehension with regard to the policy of Government in the general question under discussion, although, as I have already pointed out, that policy is clearly laid down in the published Resolution of the Government of India, dated January 10th, 1883. In paragraph 28 of that Resolution the following sentence will be found: "It is most desirable to bear in mind the distinction between articles of European manufacture and articles produced or worked up in India from imported material, the former should not, save in exceptional cases, be purchased in the local market, while the latter should by preference be purchased locally whenever the quality is sufficiently good, and the price not higher than the cost of laying down the imported article." Further, I am to say that the inquiry in Major-General Christopher's letter to the Bangalore Cotton and Silk Mills Company, Limited, No. 12894-B., dated 30th November 1903, was made with the object of ascertaining whether the socks could be manufactured at a reasonable price from materials produced in India, and that there is no intention of departing from the principle laid down in paragraph 28 of the Resolution above quoted.—I have, &c.,

E. N. BAKER,
Secretary to the Government of India.

Copy, with a copy of the letter under reply, forwarded to the Military Department for information.

By order,
H. HESELTINE,
Asst. Secy. to the Govt. of India.

APPENDIX X-6.

MUSEUM AND LIBRARY FOR BOMBAY PRESIDENCY.

CIRCULAR.

POONA, 11th July 1904.

To

THE COMMISSIONER IN SIND,
THE COMMISSIONER, N. D.,
THE COMMISSIONER, C. D.,
THE COMMISSIONER, S. D.,
THE MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY,
THE PRINCIPAL, SIR J. J. SCHOOL OF ART, BOMBAY,
THE SUPERINTENDENT, ARCHÆOLOGICAL SURVEY, BOMBAY,
THE HONORARY SECRETARY, BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY,
THE HONORARY SECRETARY, BOMBAY NATURAL HISTORY SOCIETY,
THE HONORARY SECRETARY, BOMBAY ART SOCIETY,
THE HONORARY SECRETARY, ANTHROPOLOGICAL SOCIETY, BOMBAY,
THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—The Government of Bombay have under their consideration the question of a public Museum and Library for the Bombay Presidency, including Sind, and they have appointed a Committee to make inquiries as to the necessity and the nature and scope of such an institution. I have the honour to forward herewith a copy of a memorandum on the subject prepared by the President of the Committee, who have recognized the desirability of establishing such an institution, and have resolved to recommend the adoption of the following principles:—

(*a*) That the Museum should be representative of the Presidency and Sind only.

(*b*) That the building should not exhaust all present resources but should admit of being readily enlarged when needs and funds grow.

(c) That the building should be a handsome and noble structure befitting the site selected and in keeping with the best style of local architecture—a condition which by no means entails the most lavish expenditure.

2. I have the honour to request that you will favour the Committee with your opinion and suggestions / the opinion and suggestions of your Society / Chamber, and to inquire in what manner you / your Society / your Chamber will be able to co-operate with the scheme.—

I have, &c.,

J. SLADEN, Secretary to the Committee.

AN INTRODUCTORY NOTE ON THE SUGGESTION FOR A CENTRAL MUSEUM IN BOMBAY.

A Resolution was published in 1892 by the Government of India on the subject of better organization of museums with a view to the promotion of the trade and industries and particularly of the art industries of the country, which led to suggestions for the establishment of a museum of Indian Art for Bombay, which, it was suggested, could be established on Hornby Road in close proximity to the Sir Jamsetjee Jejeebhoy School of Art. The matter was reported upon at length by the then Principal of the School of Art, Mr. Griffiths. He estimated the cost at 3½ lakhs for building, ½ lakh for furniture and 1 lakh for the specimens; total 5 lakhs.

Government appear to have recognised the advantages of an art museum, but they looked to private donors to provide the buildings, and owing to financial exigencies, they were not at the time in a position to burden themselves with the cost of furnishing and upkeep. Lord Harris referred to this scheme in his address when opening the Bombay Fine Art Exhibition of 1894, and he indicated that the idea was merely postponed until better times. At the same time a Trades Museum, as it was called, was also under consideration, the late Dr. McDonald taking a great interest in the subject. But this idea appears to have been given up by Government, and I understand that it was not received with favour by the Chamber of Commerce.

In connection with the question of a "Trades" Museum, it may be incidentally mentioned that an attempt was made in 1890 to establish an Industrial Museum at Poona, and the foundation stone

of a building for the purpose was actually laid by His Excellency Lord Reay. Government undertook to bear half the estimated cost, *viz.*, about Rs. 17,000, but I have ascertained that this "Reay Industrial Museum" is not yet an accomplished fact, though the Poona Municipality have, I believe, Rs. 20,000 credited to the project. No scheme for the working of the proposed museum appears yet to have been formulated. I mention this Poona attempt as an indication of a feeling that an industrial or economic museum is needed. So far I have referred only to fine arts and economics, but perhaps the greatest want of all is a museum of antiquities for the proper conservation and display of specimens which are every day getting scarcer and more difficult to procure.

In 1901 the Superintendent of the Archæological Survey, Mr. Cousens, moved Government in the matter of housing a small collection at Bijapur and for the construction in Poona of an office for himself which should provide room for housing a collection which he had gathered together there. He mentioned incidentally that there is much valuable material lying about the country, especially in the Southern Division, which ought to be brought into some place of safety before it is broken up for building material or carried off by curio hunters. He said that he has often had to leave valuable slabs lying in the fields for want of room to house them.

The correspondence and discussion which arose on this representation led to a suggestion to utilize the Town Hall in Bombay for a central antiquarian collection, it being first necessary however for the offices now occupying the building to vacate. The Government of India on being addressed on this subject at once moved in the matter of the removal of the Military offices from the Town Hall. I understand that new offices for the Military Department are to be built on what is known as the Saluting Battery Site opposite the Sailors' Home. But it is evident that it must be two or three years at least before the space in the Town Hall will thus be made available.

Quite recently it was brought to notice by a very able member of the Civil Service that the existence of several independent scientific societies in Bombay was a waste of funds and energy, that it led to the overlapping of functions and to the duplication and unsystematic display of specimens, and he suggested that it would be very desirable

if these several societies could be amalgamated and one learned and scientific body be formed, each subject having its own section, but sharing a common meeting place, a common chest and possibly a common journal. He pointed out that the Bengal Asiatic Society embraced practically all sections of scientific research and that thus the society gains by enlisting support from a very large number of members of different individual tastes.

As regards the collections we have in Bombay imperfect and in some instances duplicate collections in the Natural History Society, the Anthropological Society, the Victoria Museum, the Asiatic Society and the School of Art Museum. We have no central theatre for the meetings of learned societies and for the popularization of scientific subjects by means of lectures, which are of great practical value to education. We have no place where the natural products of the country can be seen under proper classification, and an immense field of usefulness is open in this direction. It appears then that what Bombay requires is a central museum of antiquities, economics and the fine arts, to which may be added a lecture theatre and perhaps a geological museum. We should also have a gallery for the exhibition of modern examples of the fine arts and a well equipped public reference library. The idea is an extensive one and much inquiry will be necessary before a scheme can be elaborated and its cost approximately estimated.

That an institution such as I have endeavoured to indicate is required in Bombay may, I think, be accepted as not open to question. The press, European and Native, has so far as I am aware been practically unanimous on the point, and has welcomed the appointment of this Committee. If we are of the same opinion I think it would be well if we were to at once lay down some general principles on which a scheme should be based. His Excellency Lord Lamington, who takes a great personal interest in this matter, has suggested to me the following three main points, which, I feel sure, the Committee will at once adopt :—

(1) that the museum should be representative of the Presidency and Sind only ;

(2) that the building should not exhaust all present resources but should admit of being readily enlarged when needs and funds grow ; and

(3) that the building should be a handsome and noble structure in keeping with the best style of local architecture—a condition which by no means entails the most lavish expenditure.

If we adopt these principles we should then, I think, approach the existing societies and institutions with a view to ascertaining to what extent and on what terms their active support could be obtained to the project. We should also make enquiries throughout the Presidency and Sind to ascertain the degree in which each part thereof could contribute towards furnishing a museum with suitable specimens of antiquities, of economic products, and of the industrial arts. When by means of these enquiries we shall have obtained some idea of the extent of the accommodation which the building should provide, we will be enabled to estimate with some approximation the probable cost.

G. O. W. DUNN.

MUSEUM COMMITTEE.

Minutes of Proceedings.

The first meeting of the Committee appointed by Government Resolution, General Department, No. 2414 of the 12th May 1904, was held at the offices of the Bombay Improvement Trust on Wednesday, the 22nd June 1904.

All the members of the Committee were present.

The President having read the instructions to the Committee as contained in the Government Resolution quoted, mentioned that he had prepared a rough note on the subject which he proposed to read to the Committee. The note, of which a copy is attached, was then read by the President.

After discussion the Committee adopted the following Resolutions:—

(1) That the need for an institution of this nature in Bombay is established.

(2) That the Committee are of opinion that the following principles should be adopted:—

(*a*) That the museum should be representative of the Presidency and Sind only.

(b) That the building should not exhaust all present resources but should admit of being readily enlarged when needs and funds grow.

(c) That the building should be a handsome and noble structure befitting the site selected and in keeping with the best style of local architecture—a condition which by no means entails the most lavish expenditure.

(3) That enquiries should be instituted with respect to the Calcutta and Madras Museums as to the manner in which they were founded and are maintained and managed; the information to be in as great detail as possible.

(4) That a copy of the President's memorandum be sent to the local scientific societies, to the Chamber of Commerce, the Commissioner in Sind and the Commissioners of Divisions with intimation that the Committee have accepted the desirability of establishing such an institution and have resolved to recommend the adoption of the principles set forth in Resolution No. (2) above; asking them for opinions and suggestions and enquiring in what manner they would be able to co-operate with the scheme.

(5) That Government be requested to undertake such printing work as the Commitee may find necessary for the furtherance of their enquiries.

The Committee decided to await replies to the proposed references which they desire should be printed and circulated before the next meeting of the Committee is summoned.

G. O. W. DUNN, President.

CHAMBER OF COMMERCE,
BOMBAY, 4th August 1904.

J. SLADEN, ESQ., I.C.S., SECRETARY TO THE COMMITTEE APPOINTED BY THE GOVERNMENT OF BOMBAY IN CONNECTION WITH THE QUESTION OF A PUBLIC MUSEUM AND LIBRARY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your circular letter, dated 11th July 1904 (with accom-

paniments), in which you ask for the opinion and suggestions of the Chamber on the question of a Public Museum and Library for the Bombay Presidency, including Sind.

2. The papers have received the careful consideration of the Committee who approve generally of the proposal, provided ample provision is made for the up-keep of such an Institution.

3. A Public Library and Reading Room might, the Committee consider, be popular if kept well up to date. The site should be central and convenient and the building comfortable and well ventilated. The Committee favour at the same time the erection of a building for the housing of antiquities and curios now scattered over the Presidency; for these, they consider, are well worth preservation, and if Government do not undertake the work now many valuable and interesting specimens must of necessity be lost for ever.

4. As to whether it would be wise to proceed further in the direction of an ordinary Museum, such as is apparently contemplated, the Committee consider somewhat doubtful unless Government are prepared to equip and maintain the institution as an educational force. The wisdom of transferring to a central building collections from Societies now existing, some of which are very ably managed, seems also to my Committee a somewhat doubtful step unless equal proficiency can be guaranteed, even supposing, which is by no means certain, that such Societies will be prepared to hand over their collections.

5. The question of a Gallery in which pictures could be preserved and in which the Annual Exhibition could be held is worthy of consideration if experts are of opinion that portraits and pictures can be properly housed in this country. Space might also be provided in the gardens of the Institution or in the building itself, for many statues which are now almost hidden away in the Town Hall and elsewhere.

6. As to the question of site, the Committee are of opinion that it must, as already remarked, be central and in the neighbourhood of the Fort, not too far from business and residential quarters. The building too must be in keeping with the surrounding structures and worthy of an important City like Bombay. The Crescent appears to be by far the best site for the purpose, and if the land

can be made available as a free gift, there is, the Committee consider, ample room for an Institution of the kind contemplated by Government.

7. A point, however, the Committee desire to lay special stress on is the cost, for a building of the kind contemplated cannot be erected for a small or even a moderate sum of money, and unless Government are prepared to make ample provision for years to come for the proper completion of the scheme and the maintenance of a thoroughly efficient educational staff in the various branches, it is doubtful if it would be wise to undertake the work. The annual drain on the resources of Government in keeping up such an Institution at its full strength and efficiency will be considerable, and the question as to whether the money can be spared without starving and delaying the promotion of other useful objects, is one which, in the opinion of my Committee, deserves the most careful consideration.—We have, &c.,

C. H. ARMSTRONG, Chairman.
C. J. MICHAEL, Asst. Secretary.

APPENDIX X-7.

COMMERCIAL MISSION TO PERSIA.

No. 1774-E. A.

From THE DEPUTY SECRETARY TO THE GOVERNMENT OF INDIA IN THE FOREIGN DEPARTMENT,

To THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

Dated SIMLA, the 2nd June 1904.

SIR,—I am desired now to address you again with reference to the correspondence ending with your letter of the 10th December on the subject of the proposed Commercial Mission to Persia.

2. In that letter you implied that, if it were contemplated that the Mission might last for six months, the representative whom your Chamber had thought of deputing would be unable to accompany the Mission. Since that time the proposed scheme of the Mission operations has been further considered, and it has been decided that the Mission, if sent, should be purely commercial in character; there is, therefore, no necessity for attaching an

Engineer Officer to the party, and the delegate or delegates will be selected solely on the grounds of their interest in trade and knowledge of trade requirements. The Upper India Chamber of Commerce has also asked to be associated with the Bengal and Bombay Chambers, and His Britannic Majesty's Consul at Kerman has submitted certain suggestions; and I am now to refer these suggestions for consideration, and to invite the co-operation and advice of your Chamber in elaborating a scheme which, it is hoped, may lead to practical advantages to Indian trade.

3. In the first place, as to the itinerary to be followed, it is now proposed that the Mission should reach Bunder Abbas their starting point, about the end of September, and after a short halt strike northwards to Saidabad in Sirjan, thence to Bahramabad in Bafsinjan, the chief centre of the cotton trade of the province, and a place of considerable importance, and from there to Kerman, where the best means of developing trade and commerce could be investigated. From Kerman it is suggested that the Mission should proceed to Bam and Narmashir, an important centre on the Bunder Abbas-Seistan trade route, and thence, taking the Gishu Pass *en route*, to the fertile valley of the Bampur River. The return journey, if time permitted, might usefully take the line *via* Magas, Kuhak, and the Kej valley to Gwadur or Pasni.

4. The Government of India would wish to be guided, so far as the *personnel* of the Mission is concerned, by the advice and wishes of the representatives of the commercial community; and I am to ask that your Chamber may be moved to take this matter especially into consideration, even though it might not be possible for you to appoint a delegate. A tour, such as has been sketched out in the preceding paragraph might, as it stands, occupy nearly six months; but it could, perhaps, be curtailed if this course were found, with reference to the desirability of securing the services of a particular individual to be preferable. His Britannic Majesty's Consul at Kerman, basing his advice on information given to him by Mr. Ardeshir Edalji, the Kerman Agent of the Parsis, reports that Parsi merchants are beginning to take a considerable interest in the development of South-Eastern Persia, and he suggests that possibly some Parsi capitalist might either accompany the Mission or depute an agent on his behalf. Similarly, the Chamber might be able to indicate other branches of the community, whose interest

in the trade and trade developments of South-Eastern Persia might cause them to desire to be represented in the enquiry.

5. A copy of this letter is being sent to the Chambers of Commerce at Calcutta, Karachi, and Cawnpore; and I am to suggest that, in view of the far-reaching importance to Indian trade of the subject with which it deals, your Chamber may be moved to place themselves in communication with those bodies, and that your views may be communicated at an early date, in order that if there is a prospect of some practical scheme being evolved, there may be time to make preparations for facilitating the progress of the party.—I have, &c.,

S. M. FRASER,
Deputy Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 17th August 1904.

THE DEPUTY SECRETARY TO THE GOVERNMENT OF INDIA,
FOREIGN DEPARTMENT, Simla.

Proposed Commercial Mission to Persia.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1774-E. A. of the 2nd June 1904, on the subject of the proposed Commercial Mission to Persia; as also your further communication No. 1960-E. A., dated 21st June, accompanied by copy of a letter from the Agent to the Governor-General in Baluchistan, together with a copy of Mr. Greensill's programme of his tour through India.

2. I am to convey to Government the thanks of this Chamber for their courtesy in again consulting the Committee on this matter.

3. The matter has been engaging the close attention of my Committee who attach considerable importance to the opening up of trade with South-Eastern Persia, and consequenlty welcome the suggestion of the Government of India in respect of the proposed Mission.

4. With reference to the question of suggesting a delegate or delegates to accompany the Mission, I am to say that the matter is under consideration, and that the Committee are endeavouring to

secure suitable delegates, and will advise Government on this point before the 25th instant as requested in their telegram received yesterday.

5. The Committee recognise that so long as the Persian Customs are dominated by Russia through Belgian Officials goods from India are not likely to be admitted on favourable terms. At the same time it must be remembered that South-Eastern Persia is in close proximity to the Indian Frontier and that either by caravan through the Seistan District or by Sea *via* Gwadur, Pasni and Bunder Abbas trade could be done, and any help that Government may be able to give so as to make the country safe and accessible would be of material use.

6. While the Mission is intended to travel through a large district as indicated in para. 3 of the Government of India's letter, the Committee incline to the opinion that the main object should be to establish two or three important trade centres as depôts not too far from the coast, and to leave the internal trade to develop in course of time. If the roads to these centres could be made secure and if transport could be arranged under Government control and supervision, merchants could act with confidence, and if branches of a good English Exchange Bank could at the same time be established at these centres, the Committee consider that trade in all probability would rapidly expand.

7. I am instructed to subjoin the main points on which the Commercial representatives of the Mission would be expected to furnish information:—

(1) Personal safety of traders and safety of transit for merchandise.

(2) Means of transport and condition of roads, waterways, etc.

(3) Risk of losses through traders failing to fulfil contracts.

It is understood that at present claims of this class cannot be recovered at law and unless some arrangement can be come to with the Persian Government or substantial men can be found to guarantee fulfilment of contracts, the development of trade will be much hampered.

(4) Information as to the existing system of financing trade and as to the opening for an Exchange Bank.

(5) Full particulars as to Import, Octroi and Transit Dues, if any, and the systems under which they are levied; also as to how they affect imports from different countries and the various classes of goods. It has been pointed out to the Committee that the duties as at present levied—subject, as they believe they are, to constant enhancement if a trade is prosperous—prevent the natural development of trade.

(6) Full particulars and samples of all goods current in South-East Persian Markets: whether from India or other countries, with details of origin and relative prices.

(7) The feasibility of starting Ginning, Pressing or Spinning Factories in the Cotton Growing Centres and transmitting the production to the Sea board or to the distributing centres. Also whether there is security of tenure and freedom from harassment.

(8) Prospects of extending and further developing the trade in Indian Tea with Persia, this being perhaps the most important article in the Bengal Presidency for which a market is likely to be found in Persia.

8. The above is a brief summary of the information that would be required from the delegate or delegates accompanying the Mission. As already remarked, it would perhaps, be advisable, as a commencement, to pay special attention to the opening up of trade in certain interior centres, not too far from the Coast, say Kerman,—unless the mountain ranges are a serious obstacle to transit,—on one side with an outlet to Bunder Abbas, and Bampur on the other connecting directly with Gwadur or Pasni. Good roads and absolutely safe transit to two or three such markets would enable them to become depôts on a large scale from which trade further inland would soon develop.

9. My Committee regret the delay that has occurred in the despatch of this letter but replies from other Chambers have been awaited, and from a letter received from Karachi only yesterday it appears that the Chamber there has already addressed Government direct.—I have, &c.,

C. H. ARMSTRONG, Chairman,

C. J. MICHAEL, Asst. Secretary.

Telegram from Government of India, to Chamber, dated 10th September 1904.

"Commercial Mission; following sent in reply to enquiries from Upper India Chamber of Commerce. May be useful to your delegates. *Begins:* Delegates should take their own tents and camp equipage from India, two small sleeping tents recommended, riding horse preferably entire or gelding should also be taken from India with saddlery, picketing ropes, buckets, etcetra; number of servants must depend on individual tastes, probably three including cook would suffice; tinned foods such as milk, egg, powder vegetables and meat will be useful; quinine recommended for use by all connected with Mission in coast region. Khan Bahadur Ashgar Ali, Consular Agent, will accompany Mission throughout; Major Sykes for part of journey, escort will not be commanded by British officer—*Ends.*

Telegram from Chamber, to Government of India, dated 12th September 1904.

"Your telegram, Commercial Mission. Chamber has all along understood, per your letter 2583 of 28th October, Government will provide means of transport, food and all necessaries whilst travelling. Please wire if correct. Delegates are enquiring cost of horses, tents, etc., and amount will be communicated later for Government sanction. Chamber only authorised to pay salary to delegates for six months, and cost of numerous samples to be collected. If further outlay required will have to reconsider appointment of delegates."

CHAMBER OF COMMERCE,
BOMBAY, 21st September, 1904.

THE DEPUTY SECRETARY TO THE GOVERNMENT OF INDIA
IN THE FOREIGN DEPARTMENT, Simla.

Commercial Mission to Persia.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your telegram of the 17th instant, reading as follows:—

"Your telegram of 12th instant; Commercial Mission. Arrangements are being made for transport in Persia at Government expense. Government will also pay travelling

expenses of delegate to and from Bunder Abbas and cost of suitable outfit of tents, necessary camp furniture, horses, etc. Mr. Newcomen might perhaps secure tentage at Cawnpore for all, reporting proposals and cost. Delegates are expected to defray the cost of their food and purely personal expenditure. Please make arrangements on understanding that Mission will start by steamer leaving Bombay 11th October at latest. Addressed Bombay Chamber repeated Upper India Chamber and Bombay Political."

I am also to confirm the following telegram despatched to your address yesterday afternoon : —

"Your telegram 17th, Persian Mission. Chamber regret unsatisfactory. Chamber authorised to pay only Rs. 5,000 maximum, covering delegates' salaries and cost of purchasing samples ; all other expenses of every kind including food, tinned provisions, medicines, delegates' servants and syces' outfit, wages of two latter and so forth must be defrayed by Government. Chamber can take no responsibility, and delegates must be considered in Government charge from date of leaving Bombay, every expense being paid and all arrangements for food, etc., *en route* made by Government. Chamber must also request Government Official as President of Mission ; otherwise and unless all above conditions accepted, they must withdraw. If these proposals satisfactory, please say if horses, etc., as mentioned in Government telegram with delegates' servants and syces' outfit may be purchased in Bombay at Government expense ; also say if cook should be engaged. Please also write fully all details regarding Mission."—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

Telegrams from Government of India, dated 27th September 1904.

(1)

Your telegram 20th September. Commercial Mission to Persia. The basis on which the Government of India are prepared to proceed in regard to the cost of the Mission was explained in our telegram* of the 8th October which conveyed the offer of a grant to each of

* Letter, not telegram.

delegates nominated of a sum to be agreed upon as representing actual travelling expenses including cost of locomotion for the individual and a reasonable amount of baggage and camp equipage. In our telegram of the 17th September it was explained that the Government of India are prepared to treat the above as including actual travelling expenses of delegates to and from point of entry into and departure from Persia, the provision of free transport in Persia and the cost of suitable out-fit of tents, camp furniture, horses, etc. No estimate of cost of such outfit has yet been received, but Government are prepared to agree to any reasonably liberal scale. More than this they regret they are unable to offer, and they find it impracticable to undertake responsibility of themselves catering for the members of the Mission. Personal servants other than the single one whom the Consul at Kerman is deputing to assist those taken by the several members must be provided by each individual himself and food also must be arranged by each delegate according to his own discretion. As regards the question of an official President, you were informed in my letter, 2nd June, that the Mission would be purely commercial in character, and that the delegates would be selected on grounds of their interest in trade and knowledge of trade requirements. Government of India have no officer available suited for the post of President and moreover have informed Persian Government that no European official will accompany the Mission. They regret therefore that they are unable to accede to Chamber's wishes on this point. Government of India trust that your nominees will not withdraw. They will be glad to hear again from your Chamber at once as Consul at Kerman is arleady collecting transport.

(2)

Commercial Mission. His Majesty's Minister at Teheran telegraphs: "Colonel Muhammed Reza Mamur Khan has been appointed to meet and accompany Mission on behalf of Persian Government. He is expected to leave Teheran on 28th September for Kerman and Bunder Abbas. His journey is likely to take about three weeks at least. Orders have also issued to the authorities in Kerman to supply Persian escort for Mission." Above arrangements do not affect those already made for deputation of Ashgar Ali and small Native Cavalry escort in event of Colonel Mahamed Reza Mamur Khan's arrival at Bunder Abbas being delayed. It would probably be best that he should join Mission *en route*.

CHAMBER OF COMMERCE,

BOMBAY, 29th September 1904.

THE DEPUTY SECRETARY TO GOVERNMENT OF INDIA,
FOREIGN DEPARTMENT, Simla.

SIR,—I have the honour to confirm despatch of the following urgent telegram to you this day under the instructions of the Committee of the Bombay Chamber of Commerce: —

"Your telegrams 27th. Commercial Mission Persia. Chamber regrets must withdraw from the Mission as the extent of their liability is indefinite and Government moreover are unable to undertake management and responsibility."—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

GOVERNMENT OF INDIA,
SIMLA, October 17th, 1904.

The following *communique* was issued to-day regarding the Commercial Mission to Persia:—The attention of the Government of India has recently been drawn to the desirability of investigating the commercial possibilities of South Eastern Persia. Last year the principal trade centres in other parts of the Shah's dominions were visited on behalf of the Board of Trade in London by Mr. Maclean whose report has recently been published, and it was felt that similar inquiries might advantageously be conducted in that portion of Persia which lies next to the Indian frontier. Certain of the Chambers of Commerce were addressed in the matter and their co-operation was invited, the Government undertaking to grant to their delegates a sum to be agreed upon as representing the actual travelling expenses including the cost of locomotion for individual and a reasonable amount of luggage and camp equipage and of an escort. In response the Bombay Chamber of Commerce and the Mill-owners' Association jointly nominated two Parsi gentlemen, Messrs. D. M. Kapadia and R. P. Massani as their delegates, while the Upper India Chamber of Commerce, Cawnpore, the Bengal Chamber and the Indian Tea Cess Committee proposed to depute Mr. Gleadow Newcomen of the firm of Messrs. Cooper, Allen, and Co., with Mr. B. E. Luffman as assistant delegate and Mr. P. Ryan as his Secretary. Subsequently, however, the Bombay Chamber explained that they were authorised to pay only the salaries of their nominees

for the period they would be absent from India and of the cost of the samples to be collected, and that unless every other expenditure could be guaranteed and all catering arrangements undertaken by the Government of India, and unless the Mission were presided over by a responsible Government official, they would be obliged, with regret, to withdraw from the undertaking.

In reply, the Government of India have explained that they were prepared to agree to pay the actual travelling expenses to and from Persia, to provide transport for the journey in Persia, and to allow any reasonably liberal scale of outfit including tents, camp furniture and horses, but that they were unable to undertake responsibility of catering for individual members or to appoint an official president to what had throughout been intended to be a purely commercial mission. The Bombay delegates were consequently withdrawn. The mission, consisting of Mr Gleadow Newcomen and his staff, left Bombay for Bunder Abbas on 13th October and will be met on landing and accompanied throughout by a native Consular Agent of the Government of India and a hospital assistant with a small escort of Indian cavalry. The Persian Government have also shown their sympathy with the objects of the mission by deputing Colonel Muhammed Reza Mamur Khan and an escort of Persian soldiery whilst in Persian territory. Major Sykes, C.M.G., his Britannic Majesty's Consul at Kerman, will also travel with the delegates during a portion of the tour which is expected to last about six months. From Bunder Abbas it is intended that the party should strike northwards to Saidabad in Sirjan, thence to Bahramabad in Rafsinjan, the chief centre of the cotton trade in the Province and a place of considerable importance, and from thence to Kerman. From Kerman it is suggested that the Mission should proceed to Bam and Narmashir, the latter an important centre on the Bunder Abbas-Seistan trade route, and thence, taking the Gishu pass *en route* to the fertile valley of the Bampur river. The return journey, if time permits, will take the line *via* Mogas, Kuhak and the Kej valley to Gwadur or Pasni.

ACT No. VIII OF 1894.

THE INDIAN TARIFF ACT, 1894.

CONTENTS.

PREAMBLE.

SECTIONS—

1. Title, extent and commencement.
2. Repeal.
3. Duties specified in schedules to be levied.
4. Export of pepper from Cochin.
5. Duties on goods crossing certain frontiers.
6. Amendment of Act XVI, 1863, s. 1.
7. Duty on salt, opium and spirit when protected by a certificate.
8. Application of certain provisions as to duties and goods.
9. Power to cancel notifications.
10. When contracts have been entered into, amount of increased or decreased duty to be added or deducted.
11. Amendment of Act VIII of 1878, section 23.

SCHEDULE I.—ACTS REPEALED.

SCHEDULES II, III & IV.—IMPORT TARIFF.

SCHEDULE V.—EXPORT TARIFF.

An Act to amend the law relating to Customs-duties, and for other purposes.

WHEREAS it is expedient to amend the law relating to the duties of Customs on goods imported and exported by sea, and to provide for the levy of duties on goods crossing the frontier of certain Foreign European Settlements in India and of the territories of certain Native Chiefs ; It is hereby enacted as follows :—

Title, extent and commencement.

1. (*1*) This Act may be called the Indian Tariff Act, 1894 ;

(*2*) It extends to the whole of British India except Aden and Perim ; and

(3) It shall come into force at once.

Repeal.

2. (1) The Acts mentioned in the first schedule are repealed to the extent specified therein.

(2) But all notifications published, and rules and orders made, under any of those Acts, and in force immediately before the commencement of this Act, shall, so far as they are consistent herewith, be deemed to have been respectively published and made under this Act; and

(3) All references made to the Indian Tariff Act, 1875, and the Indian Tariff Act, 1882, in Acts or Regulations passed before the commencement of this Act, shall be deemed to be made to this Act.

(4) Nothing in this Act shall authorize the levy of duties of Customs on any article carried from one Customs-port in British India to another such port, except salt, opium and spirit.

Duties specified in schedules to be levied.

3. There shall be levied and collected, in every port to which this Act applies, the duties specified in the second, third, fourth and fifth schedules.

Export of pepper from Cochin.

4. On all pepper exported by sea from the port of Cochin there shall be levied such duty not exceeding nine rupees per khandi as the Governor of Fort Saint George in Council may determine; and at the close of each year, or as soon thereafter as may be convenient, the Customs-Collector at the said port shall, after deducting the expenses of collection, pay the duty collected under this section to the Governments of Travancore and Cochin in such proportion and in such manner as the Governor of Fort Saint George in Council may direct.

Duties on goods crossing certain frontiers.

5. (1) Duties of Customs shall be levied at the rates respectively prescribed in the second, third and fourth schedules on goods passing by land out of, and in the fifth schedule on goods passing by, land into,—

(a) Foreign European Settlements in India;

(b) any territory declared, under the power hereinafter in this section conferred, to be foreign territory.

(*2*) Subject to the control of the Governor-General in Council, the Governor of Fort Saint George in Council and the Governor of Bombay in Council may, by notification in the *local Official Gazette* respectively declare that the territory of any Native Chief situate within or bordering on, the territories respectively administered by such Governors but not subject to the jurisdiction of the Courts and Civil authorities of such territories, shall be deemed, for the purposes of this section, to be foreign territory.

(*3*) The Governor-General in Council may, by notification in the *Gazette of India*, declare that the territory of any other Native Chief shall be deemed, for the purposes of this section, to be foreign territory.

Amendment of Act XVI, 1863, section 1.

6. In Act No. XVI of 1863, section 1, for the words "calculated at ten" the words "not exceeding five" shall be substituted.

Duty on salt, opium and spirit, when protected by a certificate.

7. (*1*) Salt, opium and spirit imported from any port in British India, and protected by the certificate of an officer empowered in that behalf by the Governor-General in Council or the Local Government, are chargeable with only the amount, if any, by which the duty leviable thereon under the third schedule exceeds the duty shown by such certificate to have been already paid in respect thereof.

(*2*) The amount, if any, paid to the Government as the price of such salt or opium is not duty within the meaning of this section.

(*3*) Nothing in this section applies to spirit which is exported under bond for excise-duty from one Customs-port to another Customs-port under the provisions of Chapter XIV of the Sea Customs Act, 1878.

Application of certain provisions as to duties & goods.

8. So far as regards the Presidency of Fort Saint George, the unrepealed provisions of Act No. VI of 1844, and so far as regards the Presidency of Bombay, the unrepealed provisions of Act No. XXIX of 1857, relating to the levy of duties and to dutiable goods, shall, *mutatis mutandis*, apply to duties levied and goods liable to duty under or by virtue of section 5, sub-section (*1*), clause (*b*).

Additional import duty on bounty-fed articles.

* 8A. (*1*) Where any country, dependency or colony pays or bestows, directly or indirectly, any bounty or grant upon the exportation therefrom of any article and the article is chargeable with duty under the provisions of

* Added by Act XIV of 1899.

this Act, then, upon the importation of any such article into British India, whether the same is imported directly from the country of production or otherwise, and whether it is imported in the same condition as when exported from the country of production or has been changed in condition by manufacture or otherwise, the Governor-General in Council may, by notification in the *Gazette of India*, impose an additional duty, equal to the net amount of such bounty or grant, however the same be paid or bestowed.

(2) The net amount of any such bounty or grant as aforesaid shall be, from time to time, ascertained, determined and declared by the Governor-General in Council, and the Governor-General in Council may, by notification in the *Gazette of India*, make rules for the identification of such articles and for the assessment and collection of any additional duty imposed upon the importation thereof under sub-section (1).

Special import duty on sugar in certain cases.

†8B. (1) Where the rate of duty or other taxation imposed in any country, dependency or colony upon sugar not produced therein exceeds the rate of duty or other taxation imposed upon sugar produced therein by more than the equivalent of six francs per one hundred kilogrammes in the case of refined sugar or five francs and fifty centimes per one hundred kilogrammes in the case of other sugar, then, upon the importation of any sugar from such country, dependency or colony into British India, whether the same is imported directly from the country of production or otherwise, and whether it is imported in the same condition as when exported from the country of production or has been changed in condition by manufacture or otherwise, the Governor-General in Council may, by notification in the *Gazette of India*, impose, in addition to any other duty or taxation imposed under this Act or any other law for the time being in force, a special duty not exceeding one moiety of such excess.

(2) The Governor-General in Council may, from time to time, by general or special order, declare, for the purpose of sub-section (1),—

(a) what articles or substances containing any saccharine matter shall be deemed to be "sugar" and what kinds of sugar shall be deemed to be "refined sugar" or "other sugar," respectively; and

† Added by Act VIII of 1902.

(*b*) what sums in the currency of British India shall be deemed to be the equivalent of "francs" and "centimes," respectively.

(*3*) The amount of the excess referred to in sub-section (*1*) shall be from time to time ascertained, determined and declared by the Governor-General in Council, and the Governor-General in Council may, by notification in the *Gazette of India*, make rules for the identification of sugar and for the assessment and collection of any special duty imposed upon the importation thereof under sub-section (*1*.)

Power to cancel notifications.

9. All notifications published under this Act may be cancelled by the authority publishing the same.

When contracts have been entered into, amount of increased or decreased duty to be added or deducted.

10. In the event of any duty of Customs or Excise on any article being imposed, increased, decreased or remitted after the making of any contract for the sale of such article without stipulation as to the payment of duty where duty was not chargeable at the time of the making of the contract, or for the sale of such article duty-paid where duty was chargeable at that time,—

(*a*) if such imposition or increase so takes effect that the duty, or increased duty, as the case may be, is paid, the seller may add so much to the contract price as will be equivalent to the duty or increase of duty, and he shall be entitled to be paid and to sue for and recover such addition, and

(*b*) if such decrease or remission so takes effect that the decreased duty only or no duty, as the case may be, is paid, the purchaser may deduct so much from the contract price as will be equivalent to the decrease of duty, or remitted duty, and he shall not be liable to pay or be sued for or in respect of such deduction.

Amendment of Act VIII of 1878, section 23.

11. In the second paragraph of section 23 of the Sea Customs Act, 1878, the words "with the previous sanction of the Governor-General in Council" shall be inserted after the word "may."

SCHEDULE I—(ACTS REPEALED).

Number and year.	Title.	Extent of Repeal.
	Acts of the Governor-General in Council.	
XI of 1882	Indian Tariff Act, 1882	So much as has not been repealed.
II of 1887	An Act to amend the Sea Customs Act, 1878, the Excise Act, 1881, and the Indian Tariff Act, 1882.	Section 8.
II of 1888	An Act to provide for the levy of a Customs-duty on Petroleum.	Section 1.
VIII of 1889	An Act to amend the Sea Customs Act, 1878, and the Indian Tariff Act, 1882.	Sections 3, 4 and 5.
XII of 1890	An Act to amend the Indian Tariff Act, 1882	The whole.
I of 1892	An Act, to amend the Indian Tariff Act, 1882.	Ditto.
IX of 1893	An Act, to amend the Indian Tariff Act 1882, as amended by subsequent Acts.	Ditto.

ACT No. III of 1896.

AN ACT TO AMEND THE INDIAN TARIFF ACT, 1894.

WHEREAS it is expedient to repeal Schedules II to V, both inclusive, of the Indian Tariff Act, 1894, as amended by Act XVI of 1894, and to substitute other schedules for them; It is hereby enacted as follows:—

Substitution of new Schedules for Schedules II to V. Act VIII, 1894, as amended by Act XVI, 1894.

For Schedules II to V, both inclusive, appended to the said Indian Tariff Act, 1894, as so amended, the Schedules appended to this Act shall be substituted.

SCHEDULE II.—(IMPORT TARIFF).

ARMS, AMMUNITION AND MILITARY STORES,

including also any articles, other than those included in Nos. 1 to 12 of this Schedule, which are "arms" within the meaning of the Indian Arms Act, and any articles which the Governor-General in Council may, by notification in the *Gazette of India*, declare to be "ammunition" or "military stores" for the purposes of this Act.

	NAMES OF ARTICLES.	Duty. Rs.	a.
1.	Firearms, other than pistols, including gas and air guns and rifles, for each	50	0
2.	Barrels for the same, whether single or double, for each	30	0
3.	Pistols, for each	15	0
4.	Barrels for the same, whether single or double, for each	10	0
5.	Springs used for firearms, including gas and air guns and rifles, for each	8	0
6.	Gunstocks, blocks and rollers, for each...	5	0
7.	Revolver breeches, for each cartridge they will carry	2	8
8.	Extractors, nippers, heel-plates, pins, tangs, bolts, thumb-pieces, triggers, trigger-guards, hammers, pistons, plates and all other parts of a firearm (including a gas and air gun or rifle) not herein otherwise provided for, and all tools used for putting together or loading the same, for each	1	8
9.	Machines for making, loading or closing cartridges, for each ...	10	0
10.	Machines for capping cartridges, for each	2	8

Exception I.—Articles falling under the 5th, 6th, 8th, 9th, or 10th head of the foregoing list, when they appertain to a firearm falling under the 1st or 3rd head, and are fitted into the same case with such firearm, are free.

Exception II.—The following are also free, namely :—

(*a*) Arms forming part of the regular equipment of an officer entitle to wear diplomatic, military, naval, or police uniform ;

(*b*) a sword, a revolver, or a pair of pistols, when accompanying an officer of Her Majesty's Regular Forces, or a commissioned officer of a volunteer corps, or certified by the commandant of the corps to which such officer belongs, or, in the case of an officer not attached to any corps, by the officer commanding the station or district in which such officer is serving, to be imported by the officer for the purposes of his equipment ;

(*c*) swords and revolvers which are certified by an Inspector-General of Police to be part of the ordinary equipment of members of the Police force under his charge ;

(*d*) swords forming part of the equipment of native commissioned officers of Her Majesty's Army ;

(*e*) swords for presentation as army or volunteer prizes ;

(*f*) arms, ammunition and military stores imported with the sanction of the Government of India for the use of any portion of the military forces of a Native State in India which may be maintained and organised for Imperial Service ;

(*g*) Morris tubes and patent ammunition when imported by officers commanding British and Native regiments or volunteer corps, for the instruction of their men.

Proviso 1.—No duty in excess of ten per cent. *ad valorem* shall be levied upon any of the articles numbered 1 to 10 in the foregoing list when they are imported in reasonable quantity, for his own private use by any person lawfully entitled to possess the same.

Proviso 2.—When any articles, which have been otherwise imported and upon which duty has been levied or is leviable under numbers 1 to 10, are purchased retail from the importer by a person lawfully entitled as aforesaid, in reasonable quantity for his own private use, the importer may apply to the Customs-Collector for a refund or remission (as the case may be) of so much of the duty thereon as is in excess of ten per cent. *ad valorem* ; and if such Collector is satisfied as to the identity of the articles, and that such importer is in other respects entitled to such refund or remission, he shall grant the same accordingly.

		Tariff valuation. *Rs.* *a.*	Rate of duty.
11.	Gunpowder, all sorts		*ad valorem* 10 per cent.
12.	All other sorts of arms, ammunition and military stores, and the following articles :—		
	Verniers or sight elevators, ventometers or wind gauges, reflectors, barrel coolers, sight-covers, sliding bars for sights, cleaning rods, brushes, jags, mops, recoil pads or heel-pads, aim reflectors, barrel cleaners or pulls through, turn screws, sights for guns or rifles		

SCHEDULE III—(IMPORT TARIFF).

LIQUORS, OPIUM, SALT AND SALTED FISH.

No.	Names of Articles.	Per	Rate of Duty.
	LIQUORS—		Rs. a.
	Ale, beer and porter ...	Imperial gallon or six quart bottles.	0 1
	Cider and other fermented liquors		
	Liqueurs	" " ...	6 0
	Spirit which has been rendered effectually and permanently unfit for human consumption ...	*ad valorem* ...	Five per cent.
	Spirit when used in drugs, medicines, or chemicals in a proportion of less than twenty per cent. of spirit of the strength of London proof		
	Spirit when so used in a proportion of twenty per cent. and upwards.	Imperial gallon or six quart bottles of the strength of London proof.	6 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
	Spirit, perfumed, in wood or in bottles.	Imperial gallon or six quart bottles.	8 0
	Spirit, other sorts	Imperial gallon or six quart bottles of the strength of London proof.	6 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
	Wines—		
	Champagne and all other sparkling wines not containing more than 42 per cent. of proof spirit.	Imperial gallon or six quart bottles.	2 8
	All other sorts of wines not containing more than 42 per cent. of proof spirit.	" " ...	1 0
	Provided: that all sparkling and still wines containing more than 42 per cent. of proof spirit shall be liable to duty at the rate applicable to spirit, other sorts.		

No.	Names of Articles.	Per	Rate of Duty.
			Rs. a.
	OPIUM, not covered by a Government pass.	Ser of 80 tolas ...	24 0
	SALT, except salt imported into British India and issued in accordance with rules made with the previous sanction of the Governor-General in Council for use in any process of manufacture which is free.	Indian maund of $82\frac{2}{7}$ lb. avoirdupois weight.	The rate at which excise duty is for the time being leviable on salt manufactured in the place where the import takes place.
	SALTED FISH, wet or dry ...	...	Such rate or rates of duty not exceeding twelve annas, as the Governor-General in Council may, by notification in the *Gazette of India*, from time to time prescribe.

CALCUTTA, the 23rd December 1903.

No. 7885-*S.R.*—In exercise of the powers conferred by Sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by notifications of the Governor-General in Council, the Governor-General in Council is pleased to fix, with effect from the 1st of January 1904, for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this notification shall affect any additional duty imposed under the powers conferred by Sections 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899), the Indian (Tariff (Amendment) Act, 1902 (VIII of 1902), and the Indian Tariff Amendment) Act, 1903 (XII of 1903).

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Animals, living.		Rs. a.	
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds...	...	.....	Free.
	Articles of Food and Drink.			
2	COFFEE	cwt.	27 0	Five per cent.
3	FRUITS AND VEGETABLES, except fresh fruits and vegetables not separately enumerated, which are free—			
	Almonds without shell	,,	57 0	,,
	,, in the shell	,,	17 0	,,
	,, (kagazi)	,,	45 0	,,
	Cashew or cajoo kernels... ...	,,	15 0	,,
	Cocoanuts, Straits	thousand.	65 0	,,
	,, others	,,	30 0	,,
	,, kernel (khopra) ...	cwt.	12 0	,,
	Currants, in cases...	,,	13 0	,,
	,, in cans	,,	26 0	,,
	,, other	,,	14 0	,,
	Dates, dry, in bags	,,	6 4	,,
	,, wet ,, ...	,,	4 0	,,
	,, ,, in pots, boxes, and tins	,,	8 0	,,
	Figs, Persian, dried	,,	13 0	,,
	Garlic	,,	4 0	,,
	Hops	...	...	Free.
	Pistachio nuts	cwt.	40 0	Five per cent.
	Prunes, Bussora (álu-Bokhara)...	,,	23 0	,,
	Raisins black	,,	8 0	,,
	,, kishmish	,,	13 0	,,
	,, Munakka	,,	9 0	,,
	,, other sorts	...	*ad valorem*	,,
	Walnuts	cwt.	8 0	,,
	All other sorts of fruits and vegetables	...	*ad valorem*	,,
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	...	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink—*contd.*		Rs. a.	
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon	...	*ad valorem*	Five per cent.
	Beef and Pork	...	„	„
	Biche de mer	...	„	„
	Butter	lb.	1 4	„
	Cheese	...	*ad valorem*	„
	China preserves in syrup ...	Box of six jars.	4 8	„
	„ „ dry, candied ...	lb.	0 4½	„
	Cocum...	cwt.	4 0	„
	Fish-maws	...	...	Free.
	Flour	...	*ad valorem*	Five per cent.
	Ghi	cwt.	48 0	„
	Groceries not otherwise described	...	*ad valorem*	„
	Margarine	lb.	1 4	„
	Pork hams	...	*ad valorem*	„
	Sago...	cwt.	6 8	„
	Shark-fins	...	...	Free.
	Singally and sozille	...	...	„
	Tapioca	cwt.	9 0	Five per cent.
	Vinegar, European, in wood ...	...	*ad valorem*	Two and one-half per cent.
	„ Persian...	Imperial gallon.	1 8	„
	„ Indian....	„	0 6	„
	All other sorts of provisions, oilman's stores and groceries ...	...	*ad valorem*	Five per cent.
7	SPICES—			
	Betelnuts—Goa	cwt.	11 0	„
	„ —in the husk	...	*ad valorem*	„
	„ —all other sorts ...	...	„	„
	Chillies, dry	cwt.	13 0	„
	Cloves	„	40 0	„
	„ stems and heads	„	8 0	„
	„ in seeds, narlavang ...	„	11 0	„
	Ginger, dry	„	16 0	„
	Mace	lb.	1 12	„
	Nutmegs	„	0 7	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink—*concld.*		Rs. a.	
	SPICES—*concld.*			
	Nutmegs in shell	lb.	0 5	Five per cent.
	Pepper, black	cwt.	35 0	„
	„ white	„	65 0	„
	All other sorts of spices... ...	...	*ad valorem*	„
8*	SUGAR, China, Candy...	cwt.	15 0	„
	„ loaf	„	14 0	„
	„ crystallised, beet	„	9 12	„
	„ „ and soft (other than beet) refined in the United Kingdom	„	9 12	„
	„ „ „ from China ...	„	10 0	„
	„ „ „ from Egypt ...	„	9 12	„
	„ „ „ white from Java.	„	9 8	„
	„ „ „ from Mauritius...	„	9 4	„
	„ all other sorts, including saccharine produce of all kinds and confectionery ...	...	*ad valorem*	„
9	TEA, black	lb.	0 8	„
	„ green	„	0 10	„
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials.			
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	„	0 1½	„
	Alkali, Indian (sajji-khár) ...	cwt.	2 4	„
	Alum	„	4 10	„
	Arsenic	„	23 0	„
	„ (China mansil)	„	19 0	„
	Bicarbonate of soda	„	6 4	„
	Copperas, green	...	*ad valorem*	Two and one-half per cent.
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	...	„	Five per cent.

* For additional or special duty on bounty-fed Sugar (Sec. 8 A) see below Schedule V (Export Tariff).

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*contd.*			
	CHEMICAL PRODUCTS AND PREPARATIONS—*concld.*		Rs. a.	
	Salammoniac	cwt.	30 0	Five per cent.
	Sulphate of copper	"	16 8	"
	Sulphur (brimstone), flour ...	"	7 0	"
	" ("), roll ...	"	5 8	"
	" ("), rough ...	"	5 0	"
	All other sorts of chemical products and preparations, including saltpetre and borax ...	...	*ad valorem*	"
11	DRUGS, MEDICINES AND NARCOTICS—			
	Aloes, black	cwt.	22 0	"
	" Socotra	"	16 0	"
	Aloe-wood	lb.	6 0	"
	Asafœtida (hing)...	cwt.	75 0	"
	" coarse (hingra) ...	"	19 0	"
	Atáry, Persian	"	15 0	"
	Bánslochan (bamboo camphor)...	lb.	0 4	"
	Brimstone (amalsára)	cwt.	25 0	"
	Calumba root	"	5 0	"
	Camphor, refined, cake	lb.	1 9	"
	" partially refined, cake, in blocks of about 13 lbs.	"	1 8	"
	" crude, in powder ...	"	1 1	"
	Cassia lignea	cwt.	28 0	"
	China root (chobchini), rough ...	"	8 0	"
	" ("), scraped...	"	16 0	"
	Cubebs	"	20 0	"
	Galangal, China	"	7 0	"
	Pellitory (akalkára)	"	35 0	"
	Peppermint crystals	...	*ad valorem*	"
	Quinine and other alkaloids of cinchona...	...	...	Free.
	Salep	cwt.	100 0	Five per cent.
	Senna leaves	"	5 0	"
	Storax, liquid (rose melloes or salaras)	"	36 0	"
	Tobacco, unmanufactured ...	...	...	Free.
	" manufactured	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*concld.*		Rs. a.	
	DRUGS, MEDICINES AND NARCOTICS—*concld.*			
	All other sorts of drugs, medicines and narcotics, except opium (for which see Schedule III)	...	*ad valorem*	Five per cent.
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 4¼	„
	„ „ „ 50 „ ...	„	1 8½	„
	„ „ „ 60 „ ...	„	1 12	„
	„ „ „ 70 „ ...	„	2 0¼	„
	„ „ „ 80 „ ...	„	2 4¼	„
	„ „ „ 100 „ ...	„	2 12	„
	„ „ moist, 10 „ ...	„	0 4¾	„
	„ „ „ 16 „ ...	„	0 7	„
	„ „ „ 20 „ ...	„	0 8	„
	Aniline „ „ indigo blue...	„	0 6½	„
	„ „ dry	„	1 0	„
	„ salts	...	*ad valorem*	„
	Avar bark	cwt.	4 0	„
	Buzgand (gulpista)	„	40 0	„
	Cochineal	lb.	1 3	„
	Gallnuts (myrabolams)	...	*ad valorem*	„
	„ Persian	cwt.	36 0	„
	Madder or manjit...	„	8 8	„
	Orchilla weed	„	5 4	„
	Sappan wood and root	...	*ad valorem*	„
	Turmeric	...	„	„
	All other sorts of dyeing and tanning materials	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals.		Rs. a.	
13	HARDWARE AND CUTLERY, including ironmongery and platedware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions which are free* : (i) Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor-General in Council may, by notification in the *Gazette of India*, exempt ; (ii) the following agricultural implements, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff-cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay-tedders and rakes ; (iii) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks ; (iv) box backs and swells and rough unshaped bobbin ends, when imported by or on behalf of a manufacturer or millowner, and certified by him to be intended exclusively for use in his mill] ...	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
14	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire engines and other machines in which the prime-mover is not separable from the operative parts ...	...	...	Free.
	Machinery (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery.			
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	...	*ad valorem*	Five per cent.
	Brass, orsidue and leaves, China	...	»	»

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Brass, patent or yellow metal, sheathing, sheets, and plates ...	cwt.	44 0	Five per cent.
	Brass, patent or yellow metal, sheathing, sheets, and plates (old)	„	28 0	„
	Brass sheets, flat or in rolls, very thin	„	135 0	„
	„ wire	...	*ad valorem*	„
	„ all other sorts	...	„	„
	Copper, bolt and bar, rolled ...	...	„	„
	„ braziers and sheets ...	cwt.	53 0	„
	„ nails and composition nails	...	*ad valorem*	„
	„ old...	cwt.	58 0	„
	„ pigs, tiles, ingots, cakes, bricks and slabs ...	„	50 0	„
	„ sheathing, plate, and raised bottoms ...	„	55 0	„
	„ China, white, copperware	lb.	1 2	„
	„ foil or dankpana, white, 10½ in. × 4½ in. ...	hundred leaves.	1 14	„
	„ foil or dankpana, coloured, 10½ in. × 4½ in. ...	„	2 0	„
	„ wire, including phosphor-bronze...	...	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured except current coin of the Government of India, which is free... ...	...	„	„
	German silver	...	„	„
	Gold bullion and coin	...	...	Free.
	Gold leaf	...	*ad valorem*	Five per cent.
	Iron, anchors and cables... ...	...	„	One per cent.
	„ angle, T, and channel, other than Lowmoor, or Swedish	ton	110 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, angle and T, other than Lowmoor or Swedish (if galvanized)	...	*ad valorem*	One per cent.
	„ channel (if galvanized) ...	...	„	„
	„ bar, Lowmoor and similar qualities	ton	370 0	„
	„ „ Swedish and similar qualities	„	160 0	„
	„ „ Swedish nail-rod, also round rod under half an inch in diameter...	„	165 0	„
	„ „ other kinds	„	100 0	„
	„ „ other kinds, nail-rod and round rod under half an inch in diameter	„	105 0	„
	„ „ other kinds (if galvanized)	...	*ad valorem*	„
	„ beams, joists, pillars, girders, bridge-work, and other such descriptions of iron imported exclusively for building purposes ..	...	„	„
	„ plate and sheet, Lowmoor and similar qualities ...	ton	460 0	„
	„ plate and sheet, Swedish and charcoal	...	*ad valorem*	„
	„ plate and sheet and hoop, other kinds	ton	120 0	„
	„ hoop, other kinds (if galvanized)	...	*ad valorem*	„
	„ plate, other kinds (if galvanized)	ton	180 0	„
	„ plate, other kinds (if tinned)	...	*ad valorem*	„
	„ sheets, other kinds (if galvanized)	ton	180 0	„
	„ sheets, other kinds (lead-coated)	...	*ad valorem*	„
	„ bar, hoop, plate and sheet, Lowmoor and Swedish (if galvanized)	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron bar (including angle, T, and channel) hoop, plate and sheet (tinned) ...	a.	*ad valorem*	One per cent.
	„ nails, rose, wire, and flat-headed	cwt.	9 0	„
	„ nails, other sorts (including galvanized or tinned) ...	...	*ad valorem*	„
	„ nuts and bolts, also galvanized hooks and nuts for roofing	...	„	„
	„ old	cwt.	2 0	„
	„ pig	...	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	„	„
	„ rails, chair, sleepers, and fish-plates, other than those described in No. 59, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars.	...	„	„
	„ rice-bowls	...	„	„
	„ ridging, galvanised... ...	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting...	...	„	„
	„ cans, tinned, when imported, containing petroleum which is separately assessed to duty at one anna per Imperial gallon under No. 16	Can	0 3	Five per cent.
	„ all other sorts, including wire-netting	...	*ad valorem*	„
	Lametta	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Lead, all sorts (except sheets for tea-chests which are free) ...	...	*ad valorem*	Five per cent.
	Quicksilver	lb.	1 12	"
	Shot, bird ... o	cwt.	15 0	"
	Silver bullion or coin, except current coin of the Government of India, which is free...	...	*ad valorem*	"
	Steel anchors and cables ...	...	"	One per cent.
	" angle, channel and spring	...	"	"
	" bar and blooms	...	"	"
	" basic, all sorts, including galvanised or tinned sheets	...	"	"
	" beams, joists, pillars, girders, bridge-work and other descriptions of steel imported exclusively for building purposes	...	"	"
	" cast and blistered of any kind not specified in this number	...	"	"
	" hoop	ton	145 0	"
	" " (if galvanised) ...	...	*ad valorem*	"
	" nails	...	"	"
	" nuts and bolts and nail-rods	...	"	"
	" old	ton	140 0	"
	" pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	*ad valorem*	"
	" plates and sheets	ton	120 0	"
	" " " planished.	...	*ad valorem*	"
	" " " (if galvanised).	ton	180 0	"
	" " " planished (if tinned or lead-coated)...	...	*ad valorem*	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*concld.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Steel, rails, chairs, sleepers, and fish-plates other than those described in No. 59, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars	...	*ad valorem*	One per cent.
	„ rivets and washers, all sorts	...	„	„
	„ T-bars	ton	110 0	„
	„ „ (if galvanised) ...	...	*ad valorem*	„
	„ „ (if tinned)	...	„	„
	„ wire, excluding wire-netting	...	„	„
	„ wire rope	...	„	„
	„ all other sorts, including wire-netting	...	„	Five per cent.
	Tin, block	cwt.	100 0	„
	„ foil, and other sorts... ...	...	*ad valorem*	„
	Zinc or spelter, nails	...	„	„
	„ „ plates and other shapes, soft ...	cwt.	19 0	„
	„ „ plates and other shapes, hard ...	„	16 0	„
	„ „ all other sorts ...	...	*ad valorem*	„
	All other sorts of metals... ...	...	„	„
	Oils.			
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon.	...	One anna.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Oils—*contd.*			
	PETROLEUM, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes	...	*ad valorem*	Five per cent.
	PETROLEUM, which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel	...	"	"
	All other sorts of oil, animal or vegetable (including otto of all kinds) and mineral, including paraffin wax	...	"	"
	Other Articles, unmanufactured and manufactured.			
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements, but excluding cotton-hosiery (for which see No. 30) and boots and shoes (for which see No. 45) and excluding also uniforms and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free ...	...	"	"
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used, in their construction, whether worked or not, which are free	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles unmanufactured and manufactured—*contd.*			
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts...	...	...	,,
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	,,
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fire-clay, earthenware piping, lime and other kinds, not otherwise described	...	,,	,,
24	CABINET-WARE AND FURNITURE...	...	,,	,,
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheel-barrows, and all other sorts of conveyances, and component parts thereof, but excluding motor cars designed to carry goods and containing a prime-mover, which are free ...	...	,,	,,
26	CHINESE AND JAPANESE-WARE, including lacquered-ware but excluding earthenware, china, and porcelain (for which see No. 32) ...	...	,,	,,
27	CLOCKS, WATCHES, and other time-keepers, and parts thereof ...	...	,,	,,
28	COAL, COKE, AND PATENT FUEL ...	...	...	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
30	COTTON AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn	...	...	„
	„ sewing thread	...	...	„
	„ piece-goods, hosiery, and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND.	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	...	„	„
34	FIREWORKS, all sorts, including fulminating-powder	...	„	„
35	FLAX AND ARTICLES MADE OF FLAX, including linen-thread ...	...	„	„
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing and other vessels	...	„	„
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	cwt.	70 0	„
	Cutch and gambier	„	23 0	„
	Gamboge	lb.	1 12	„
	Gum Ammoniac	cwt.	10 0	„
	„ Arabic	„	14 0	„
	„ Bdellium	...	*ad valorem*	„
	„ Benjamin, ras	cwt.	25 0	„
	„ „ cowrie	„	70 0	„
	„ Bysabol (coarse myrrh) ...	„	20 0	„
	„ Olibanum or frankincense.	...	...	Free.
	„ Persian (false)	cwt.	10 0	Five per cent.
	Myrrh	„	38 0	„
	Rosin	„	5 8	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
	GUMS, GUM-RESINS, and articles made of gum or gum-resin—*concld.*			
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	Five per cent.
38	HEMP, including Manilla hemp, and articles made therefrom	...	,,	,,
39	HIDES AND SKINS (except raw or salted hides and skins, which are free) including parchment and vellum, gold beaters' skins, and all other descriptions of hides or skins	...	,,	,,
40	HORN	...	...	Free.
	HORN, articles made of, not otherwise described	...	*ad valorem*	Five per cent.
41	INSTRUMENTS, APPARATUS, AND APPLIANCES, and parts thereof— Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
42	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders	cwt.	350 0	Five per cent.
	" tusks (other than hollows, centres, and points), each exceeding 20lb. in weight, and hollows, centres, and points each weighing 10lb. and over...	"	750 0	"
	Elephants' tusks (other than hollows, centres and points) not less than 10lb. and not exceeding 20lb. each, and hollows, centres, and points, each weighing less than 10lb...	"	650 0	"
	Elephants' tusks, each less than 10lb. (other than hollows, centres, and points)	"	500 0	"
	Sea-cow or moye teeth, each not less than 4lb.	"	200 0	"
	Sea-cow or moye teeth, each not less than 3lb. and under 4lb.	"	185 0	"
	Sea-cow or moye teeth, each less than 3lb.	"	135 0	"
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	"
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain.. .. ... Other than European.	tola	1 0	"
	" embossed or chased. Other than European.	"	1 4	"
	All other sorts, except precious stones and pearls, unset, which are free	...	*ad valorem*	"
44	JUTE, raw	...	...	Free.
	" articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a military pattern imported by an officer of His Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	*ad valorem*	Five per cent.
46	MANURES of all kinds, including animal bones	...	...	Free.
47	OILCAKE, also bran, fodder, and cattle-food of all kinds	...	...	„
48	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
49	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	13 0	„
	„ white, dry	„	17 0	„
	Ochre, other than European, all colours	„	1 8	„
	Paints, composition	...	*ad valorem*	„
	„ patent driers	...	„	„
	Turpentine	Imperial gallon.	3 0	„
	Verdigris	...	*ad valorem*	„
	Vermilion, Canton	box of 90 bundles.	115 0	„
	Zinc, white, dry	...	*ad valorem*	„
	All other sorts, including glue and putty	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
50	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing	...	Rs. a. *ad valorem*	Five per cent.
	„ articles made of paper and papier-mâché...	...	„	„
51	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	40 0	„
	Kapurkachri (zedoary)	„	12 8	„
	Patch leaves (patchouli) ...	„	28 0	„
	Rose-flowers, dried	„	13 0	„
	Rose-water...	Imperial gallon.	2 0	„
	All other sorts, except perfumed spirit (for which see Schedule III) ...	...	*ad valorem*	„
52	PITCH, TAR, AND DAMMER—			
	Bitumen	...	„	„
	Dammer	cwt.	5 0	„
	Pitch, American and European.	...	*ad valorem*	„
	„ coal	cwt.	4 0	„
	Tar, American and European...	„	6 8	„
	„ coal	„	4 0	„
	„ mineral	...	*ad valorem*	„
53	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
54	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians and onyx)	...	...	„
55	PULP of wood, straw, rags, paper and other materials	...	...	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
56	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, but not including paper	...	Rs. a. ...	Free.
57	RAGS	...	...	"
58	RACKS for the withering of tea leaf.	...	...	"
59	RAILWAY MATERIAL for permanent way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein	...	...	"
60	SEEDS—			
	Castor	cwt.	4 0	Five per cent.
	Cummin	"	13 0	"
	" black	...	*ad valorem*	"
	Linseed	cwt.	5 8	"
	Methi	"	4 8	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
	SEEDS—*contd.*		Rs. a.	
	Mustard, rape or sarson... ...	cwt.	6 8	Five per cent.
	Poppy	,,	6 0	,,
	Quince, bihidána	,,	60 0	,,
	Til or jinjili	,,	6 0	,,
	All other sorts	...	*ad valorem*	,,
61	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos	...	,,	,,
	,, white, live	...	,,	,,
	,, ,, dead	...	,,	,,
	Cowras	...	,,	,,
	Cowries, bazar, common ...	cwt.	3 8	,,
	,, yellow, superior quality	,,	5 0	,,
	,, Maldive	,,	5 8	,,
	,, sankhla	,,	60 0	,,
	Mother-of-pearl, nacre	...	...	Free.
	Nakhla	cwt.	65 0	Five per cent.
	Tortoise-shell	lb.	7 8	,,
	,, nakh	,,	4 8	,,
	All other sorts, including articles made of shell, not otherwise described	...	*ad valorem*	,,
62	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, steam-launches, boats, and barges, imported entire or in sections	...	...	Free.
63	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	9 0	Five per cent.
	Floss	,,	9 0	,,
	Piece-goods	...	*ad valorem*	,,
	Sewing thread, China	lb.	12 0	,,
	Raw, silk—Chaharam, Cochin-China, and yellow Shanghai...	,,	5 4	,,
	Mathow	,,	2 8	,,
	Other kinds of China...	,,	6 8	,,
	Waste and Kachra ...	,,	1 4	,,
	Panjam	,,	1 12	,,

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*concld.*		Rs. a.	
	SILK AND ARTICLES MADE OF SILK—*concld.*			
	Raw Silk——Persian	lb.	5 0	Five per cent.
	Siam	„	1 10	„
	All other sorts, including cocoons.	...	*ad valorem*	„
64	SOAP	...	„	„
65	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.
66	STATIONERY, excluding paper (for which see No. 50)	...	*ad valorem*	Five per cent.
67	STONE AND MARBLE, and articles made of stone and marble... ...	...	„	„
68	TALLOW AND GREASE, including stearine	...	„	„
69	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk.	...	...	Free.
70	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
71	TOILET REQUISITES not otherwise described	...	„	„
72	TOYS, including toy books, and requisites for all games	...	„	„
73	UMBRELLAS, parasols and sunshades of all kinds	...	„	„
74	WALKING STICKS and sticks for umbrellas, parasols and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines ...	...	„	„
75	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	„	„
76	WOOL, raw	...	„	Free.
	„ articles made of, including felt	...	*ad valorem*	Five per cent.
77	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule... ...	...	„	„

E. N. BAKER,
Secretary to the Government of India.

SCHEDULE V.—(EXPORT TARIFF).

Name of Article.	Rate of duty.
RICE, husked or unhusked, including RICE FLOUR, but not including RICE-BRAN and RICE-DUST, which are free.	Three annas per Indian maund of 82⅔lbs. avoirdupois weight.
*Tea produced in India and exported from any Customs port to any port beyond the limits of British India or to Aden.	At the rate of one quarter of a pie per pound or at such lower rate as the Governor-General in Council may, on the recommendation of the Tea Cess Committee, prescribe by Notification in the *Gazette of India*.

* *Vide* Act No. IX of 1903.

Additional or Special Duty on Bounty-fed Sugar (Section 8*A*.)

By Notifications in the Finance and Commerce Department under Section 8*A* of the Indian Tariff Act, 1894 (VIII of 1894), as amended by Acts III of 1896 and XIV of 1899, the following further duties, in addition to those chargeable under No. 8 of the fourth schedule to the said Act, upon the importation into British India of sugar of the kinds hereinafter specified, produced in or exported from the countries hereinafter mentioned under bounties as hereinafter determined, and declared, whether the same is imported directly from the country of production or otherwise, and whether it is imported in the same condition as when exported from the country of production or has been changed in condition by manufacture or otherwise.

Countries.	Kinds of Sugar.	Bounties bestowed.	Additional duties to be levied.	Special duty.
			Per cwt. Rs. a. p.	Per cwt. Rs. a. p.
Argentine Republic.	All kinds (except sugar exported from the Argentine Republic without payment of internal revenue tax).	10 centavos per kilogram.	15 3 10	.....
	Refined sugar... ...	.....	.....	5 7 5
	Unrefined sugar ...	.....	.....	4 0 8

SCHEDULE V.—(EXPORT TARIFF.)—*contd.*

Countries.	Kinds of Sugar.	Bounties bestowed.	Additional duties, to be levied.	Special duty.
			Per cwt. Rs. a. p	Per cwt. Rs. a. p.
Austria-Hungary.	Sugar under 99·3 per cent. and of at least 90 per cent. polarization.	3·20 krones per 100 kilograms.	1 0 3	3 3 9
	Sugar of at least 99·3 per cent. polarization.	4·60 krones per 100 kilograms.	1 7 4	
Belgium ...	Raw sugar	3·50 francs per 100 kilograms.	1 2 10	.....
	Refined sugar ...	4·40 francs per 100 kilograms.	1 5 3	.....
Denmark ...	Refined sugar ...	1·12 crowns per 100 kilograms.	0 8 0	.....
	Candy and sugar in whole or broken loaves, plates, cakes, etc., whatever the colour may be, and white pulverised sugar which is lighter than the Amsterdam standard sample No. 18.	.....	.....	0 8 10
France ...	Raw, sugars from 65 to 98 per cent. polarization for beet-root sugars, or 65 to 97 per cent. for French colonial sugar.	9·61 francs per 100 kilograms of refined sugar of 100 per cent. polarization.*	2 13 11	.....
	Sugar candies ...	9·83 francs per 100 kilograms.	2 15 6	.....
	Refined sugars in loaf or crushed clear, hard and dry.	Do. ...	2 15 6	.....
	Raw and refined sugars in grains or crystals of a minimum standard of 98 per cent polarization.	9·67 francs per 100 kilograms.	2 14 9	.....
	Refined.	.....	.....	0 9 8
	Unrefined.	.....	.....	0 8 5

* The output of refined sugar from raw is computed by deducting from the polarization of the raw sugar twice the glucose, four times the ashes, and one and-a-half per cent. for loss in refining.

SCHEDULE V.—(EXPORT TARIFF.)—*contd.*

Countries.	Kinds of Sugar.	Bounties bestowed.	Additional duties to be levied.	Special duty.
			Per cwt Rs. a. p	Per cwt. Rs. a. p.
Germany ...	Raw sugar of at least 90 per cent. polarization.	2·40 marks per 100 kilograms.	0 14 4	
	Refined sugar under 98 per cent. and of at least 90 per cent. polarization.			
	Candy and sugar in white, hard loaves, blocks, crystals, etc., of at least 99½ per cent. polarization.	3·44 marks per 100 kilograms.	1 4 7	2 13 9
	All other sugar of at least 98 per cent polarization.	2·89 marks per 100 kilograms.	1 1 3	
Holland ...	Raw sugar produced in Holland from beet-roots.	1·76 florins per 100 kilograms of hard refined *	1 1 9	.....
	Sugar refined from beet-root raw sugar produced in Holland.	1·94 florins per 100 kilograms.	1 3 8	.....
	Sugar refined from imported raw sugar.	0·19 florins per 100 kilograms, in addition to bounty, if any, allowed on the raw sugar by the country of production.	0 1 11 in addition to countervailing-duty, if any, on the raw sugar.	.....
Russia ...	Sugar of at least 99 per cent. polarization.	0·50 rouble per pood (36·13lb. avoirdupois.)	3 11 0	.....
	Sugar of less than 99 per cent. polarization, but not less than 88 per cent.	0·44 rouble per pood.	3 4 0	.....
	Sugar of less than 88 per cent, but not less than 75 per cent.	0·38 rouble per pood.	2 13 0	.....
	Refined sugar ...	.....	.....	9 10 2
	Unrefined sugar ...	.....	.....	5 15 10

* The output of refined sugar from raw is computed by deducting from the polarization of the raw sugar twice the glucose, four times the ashes, and one and-a-half per cent. for loss in refining.

SCHEDULE V.—(EXPORT TARIFF.)—*concld.*

Countries.	Kinds of Sugar.	Bounties bestowed.	Additional duties to be levied.	Special duty.
			Per cwt. Rs. a. p	Per cwt. Rs. a. p.
Chile ...	Raw sugar	2 centavos per kilogram.	0 9 2	.....
Italy* ...	Sugar below No. 20, Dutch standard.	5·60 francs per 100 kilograms.	1 11 0	.....
	Sugar No. 20 Dutch standard and above.	6 13 francs per 100 kilograms.	1 13 7	.....

* The duties imposed shall not be levied until further orders (*vide* Government of India, No. 314-*S-R.*, dated 17th January 1902).

N. B.—The duties leviable in pursuance of Sections 8A and 8B of the Indian Tariff Act shall be remitted in respect of sugar produced in any country which is a party to the Brussels Sugar Convention of 1902.

Provided that the sugar is imported into British India—

(*a*) direct from the country of production; or

(*b*) Through another country which is also a party to the said Convention, without having been transhipped at, or unloaded in, or carried through, any country which is not a party to the said Convention;

and is, in either case, accompanied by a certificate in such form and signed by such authorities as the Governor-General in Council may by rule prescribe, certifying that it was produced after the 31st day of August 1903 and that it has not received, and is not entitled to receive, any bounty, direct or indirect, on production or as a result of exportation.

The countries which have acceded to the Convention at present are:—

The United Kingdom.
Belgium.
Germany.
France.
The Netherlands.
Austria-Hungary.
Italy.
Sweden and Norway.
Peru.
Luxembourg.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 13th September 1904.

No. 6988.—The following Notification by the Government of India is republished :—

"FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

SIMLA, the 7th September 1904.

No 5702-*S.R.*—In exercise of the power conferred by Section 23 of the Sea Customs Act, 1878 (VIII of 1878), the Governor-General in Council is pleased to exempt from the import duty to which they are liable under schedule IV of the Indian Tariff Act, 1894 (VIII of 1894), the following dairy appliances when constructed so that they can be worked by manual or animal power, *viz.*, cream separators, milk sterilizing or pasteurizing plant, milk aërating and cooling apparatus, churns, butter dryers and butter workers.

(Signed) E. N. BAKER,
Secretary to the Govt. of India."

By order of His Excellency the Right Honourable the Governor in Council,

R. A. LAMB,
Acting Chief Secretary to Government.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 11th January 1905.

No. 204.—The following Notification by the Government of India is republished :—

"FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

CALCUTTA, the 6th January 1905.

No. 117-*S.R.*—In the second column of the reprint of Schedule IV of the Indian Tariff Act, 1894 (VIII of 1894), annexed to the Notification of the Government of India in the Finance and Commerce Department, No. 8129-S.R.,* dated the 23rd December 1904, and

* Republished at pages 1726 to 1736 of Part I of the *Bombay Government Gazette* dated 29th December 1904.

published on pages 954 to 963 of the *Gazette of India*, Part I, dated the 24th December 1904, under item No. 15,

for

'Zinc or spelter, tiles or slabs, soft

" " " plates and other shapes, hard'

read

'Zinc or spelter, tiles or slabs, soft

" " " " " " hard.'

(Signed) E. N. BAKER,

Secretary to the Government of India."

By order of His Excellency the Right Honourable the Governor in Council,

R. A. LAMB,

Acting Chief Secretary to Government.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 18th January 1905.

No. 417.—The following Notification by the Government of India is republished:—

"FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

CALCUTTA, the 13th January 1905.

No. 259-*S. R.*—In the reprint of Schedule IV of the Indian Tariff Act, 1894 (VIII of 1894), annexed to the Notification of the Government of India in the Finance and Commerce Department, No. 8129-S. R.,* dated the 23rd December 1904, and published on pages 954 to 963 of the *Gazette of India*, Part I, dated the 24th December 1904, under item No. 15,

after

'Iron pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like'

insert as the next entry

'Iron rails, chairs, sleepers, and fish-plates, other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie bars'.....*ad valorem*..... one per cent.

and after

'Steel pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges and the like'

insert as the next entry

'Steel rails, chairs, sleepers, and fish plates, other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips and tie-bars'.....*ad valorem* ..... one per cent.

(Signed) W. S. MEYER,
Secretary to the Government of India.
By order of His Excellency the Right Honourable the Governor in Council,
R. A. LAMB,
Acting Chief Secretary to Government.

* Republished at pages 4726 to 4736 of Part I of the *Bombay Government Gazette*, dated 29th December 1904.

APPENDIX U-1.

SHORT LENGTHS IN PIECE-GOODS.

(*See Report* 1901, *page* 16.)

It will be remembered that certain rules based on the suggestions made by the Manchester Chamber of Commerce, regarding the allowances to be made in respect of Short Lengths, were prepared by the Special Committee appointed to deal with the matter and were adopted in time for record in the report for 1901.

The correspondence with the Native Piece-Goods Merchants' Association, as recorded in last year's report, closed with the letter of the Chamber, dated 27th March, in which the Committee declined to lay down any ruling respecting certain additional subjects of private agreement.

On the 21st April they were again addressed by the Native Piece-Goods Merchants' Association, who requested them to withdraw their circular, dated 30th January 1902, in order that the Association might better settle the questions at issue with the importing firms. The Association at the same time remarked that the rules laid down in the said circular were not binding on its members. In reply the Committee informed the Association that the circular in question would be withdrawn.

The Manchester Chamber of Commerce, in a letter, dated 10th April 1902, forwarded a copy of a series of suggested regulations that had been adopted by the Bombay Merchants in Manchester and accepted by the Board of Directors, and requested the Committee to invite the Bombay Native Piece-Goods Merchants' Association to adopt them in lieu of those set forth in the Committee's Circular, dated 30th January 1902. The Committee in reply stated that they had withdrawn their circular and that the regulations recommended by the Manchester Chamber had received their most careful consideration, but that the members were unable to regard them as equitable. They, therefore, could not see their way to adopt them, nor did they believe that any useful purpose would be served by conferring with the Native Piece-Goods Merchants' Association in the matter. They suggested, on the other hand, that the Manchester Chamber might frame proposals on a more equitable basis.

CHAMBER OF COMMERCE,
MANCHESTER, April 10th, 1902.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—With reference to the previous letters from this Chamber of November 28th and February 19th, I am now instructed to send you a copy of a series of suggested regulations adopted by the Bombay Merchants in Manchester, and accepted by the Board of Directors. I am respectfully to recommend that the Bombay Chamber should invite the Bombay Native Piece-Goods Merchants' Association to adopt them in lieu of those set forth in your circular of the 30th January last.

The proposed regulations are as follows :—

(1) If the number of short pieces over and above pattern-cut pieces, does not exceed 10 per cent. of the total number of pieces in any one lot of bleached mulls, jacconets, nainsooks, or tanjibs, delivery shall be accepted with an allowance, in respect of shortage over and above pattern-cut pieces, calculated at the rate of the sale price.

(2) If the number of short-length pieces, over and above pattern-cut pieces, exceeds 10 per cent. of the total number of pieces in any one lot of bleached mulls, jacconets, nainsooks, or tanjibs, the dealer shall have the option of returning the excess over the 10 per cent. short in such lot.

(3) If the number of short-length pieces, over and above pattern-cut pieces, does not exceed 15 per cent. of the total number of pieces in any one lot of bleached shirtings, delivery shall be accepted with an allowance in respect of shortage, over and above pattern-cut pieces, calculated at the rate of the sale price.

(4) If the total number of short-length pieces, over and above pattern-cut pieces, exceeds 15 per cent. of the total number of pieces in any one lot of bleached shirtings, the dealer shall have the option of returning the excess over 15 per cent. short in such lot.

Note.—The word "lot" means those goods, or that instalment of goods, which in the terms of the contract are to be shipped or delivered in any one specified period.—Yours, &c.,

ELIJAH HELM, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, May 8th, 1902.

The SECRETARY, CHAMBER OF COMMERCE, Manchester.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge the receipt of your letter of the 10th ultimo, in which you detail the regulations proposed by your Chamber regarding short-length white Piece-Goods. Since addressing you on the 27th March last, the Committee have thought it necessary to withdraw their circular of the 30th January, and this has been done by means of the accompanying circular. I am to say that the regulations recommended by your Chamber have received the most careful consideration of the Committee, but that the members are unable to regard them as equitable, and therefore cannot see their way to adopt them. 'That being so, they do not believe that any useful purpose would be served by conferring with the Bombay Native Piece-Goods Merchants' Association in the matter, but would suggest that you might frame proposals on a more equitable basis.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, April 26th, 1902.

With reference to the circular to members on the subject of short-lengths in certain descriptions of bleached piece-goods, issued to members on 30th January last, I am directed to inform you that the Committee have decided for the present to withdraw the circular in question.

FREDERICK NOEL-PATON, Secretary.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the Members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Graham's Buildings, on Wednesday, 1st March 1905, at 3 p.m., to transact the following business :—

(1) To receive the Report of the Committee of the Bombay Chamber of Commerce for the year 1904.

(2) To confirm the nomination of the members of the new Committee made in accordance with Section 12 of Rule VII.

(3) To confirm the following addition to the Rules and Regulations of the Chamber :—

"The Committee shall have power to authorise the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber."

And to transact any other business that may be brought forward.

The Hon. Mr. C. H. Armstrong presided.

Among those present were :—Messrs. Marshall Reid, C.I.E., H.E.E. Procter, S. M. Moses, Y. Matsuo, J. Fairclough, F. W. Bickel, D. M. Inglis, Colonel H. D. Olivier, R.E., C. H. B. Forbes, James N. Graham, Donald N. Graham, J. St. John Graham, A. Zygouras, E. Scarpa, N. S. Glazebrook, H. C. Wright, Vijbhucandas Atmaram, James Begbie, C. B. Lynch, H. Blascheck, R. A. Willis, W. F. Hamilton, Frank Ritchie, C. A. Russ, F. C. Macrae, O. Meyer, D. H. Glade, George Miller, E. Comber, A. M. Monteath, T. Kusumoto, V. Milward Bason, J. S. Wardlaw Milne, Percy Clare, P. J. Arnot, F. T. Rickards, and Mr. C. J. Michael, Acting Secretary.

THE HON. MR. C. H. ARMSTRONG.

Ministry of Industry and Commerce.

The Chairman, in moving the adoption of the annual report, said :—Gentlemen—I submit for your approval a report of the work done by your Committee during the past year and a statement of accounts to 31st December. Before reviewing this report I would refer for a few moments to various matters which deserve notice as being of special interest to this Chamber. And firstly as regards the official world. We have lately said good-bye to Sir E. Law who for several years has controlled the finances of this country and in him, as was pointed out at the Calcutta Conference, Indian commerce has lost a sympathetic friend. We in Bombay are much indebted to Sir Edward for his frequent visits to this city which we feel have been of great service to the trading community of Western India. Then there is the appointment that has lately been made of a Minister for Industry and Commerce, and in the Hon'ble Mr. Hewitt, I believe, a man has been found who will take a keen interest in the work of his office. To this department two well-known Bombay men have just been appointed—Mr. W. L. Harvey, I.C.S., our very able Municipal Commissioner, whose departure from our midst I very much regret, and Mr. F. Noel-Paton, the late Secretary of this Chamber. Mr. Paton left Bombay only last week and I would now bear testimony to the very great interest he always took in the work of this Chamber during the 6½ years he acted as Secretary and to the great ability with which he has always drawn up the annual report, the one now in your hands being no exception to the rule. I wish Mr. Paton every success in his new work and from his transfer and from that of Mr. Harvey we have at any rate this satisfaction that Bombay will always have good friends at Headquarters and as the Department is for Industry and Commerce and therefore one with which we shall be in constant communication, it is good to think that there will be two men at any rate who thoroughly understand and appreciate the aspirations of mercantile Bombay. Then there is the new Railway Board from which at its inception so much was expected, and if results come up to the anticipations formed some months back we shall have cause to thank Mr. Robertson for the suggestion he made after visiting this country a few years ago. We shall watch the work of this new Board with great interest and the steps that must be taken to put the system of Railway Administration in this country on a less cumbersome footing than at present.

CONFERENCE OF CHAMBERS—CIVIL JUSTICE.

The next point I would touch on is the Conference of Indian and Ceylon Chambers of Commerce—the first of its kind—which was held in Calcutta early in January. That it was a successful Conference is, I believe, generally admitted, and on account of its success and of the undoubted advantages obtained by representatives of the various Chambers meeting together a second Conference will no doubt be held at no very distant date. The opportunity such Conferences afford of discussing important questions with Chambers far apart from one another widens our sympathies and enables us to take a broader and therefore a more correct view of many difficult problems. I do not propose to deal with all the subjects that were discussed, as a full record of the proceedings will shortly be distributed, but perhaps the most important for this Chamber were the administration of civil justice, agricultural development and the question of a remedy for the intentional short reeling of yarns for local consumption. The first of these was very exhaustively dealt with and a strong opinion was held by the representatives of all Chambers present that the administration of civil justice in this country is not keeping pace with its commercial and material development. It was not only with the chief courts in the presidency towns and elsewhere that dissatisfaction was expressed but with the mofussil courts also, and it was felt that something should promptly be done to secure for commerce all over the country that quick administration of justice which is so very necessary. It was felt as hardly less than scandalous that in courts in trading centres up-country, simple disputes should sometimes be allowed to drag on for two or even three years. All such cases which must crop up every season should certainly be settled before the next season commences and if those who have the handling of these cases were in some districts less dilatory in their methods and less disposed to listen to every trifling objection that our legal system unfortunately allows; and if probably the work that has to be done in these courts was of a less varied description the administration of civil justice in the districts would probably be more satisfactory. As regards the High Courts, it was felt that in the Presidency towns commerce is entitled to a Court or Division of its own presided over by judges thoroughly experienced in the work. Such a court has existed in Calcutta for some time and is most satisfactory, and in the resolution that was unanimously adopted the Conference called on the Government of India to provide such courts or divisions in Bombay,

Madras and Allahabad and asked further that additional judges of special training in commercial causes be appointed for the Courts of Sind, Ceylon and the Punjab. We know very well that the right men can be found for such Courts if Government will only take the trouble to look for them and as strong men in our Civil Courts must always be the desire of the commercial community we welcome every effort that is made by those in authority, however radical it may be, to put the right men on to the Bench.

Agricultural Development and Short Reeling.

The question of Agricultural Development was very ably dealt with, and as Mr. Marshall Reid will probably have something to say on the subject I will leave the matter to him. This is a question, however, in which we must all take the greatest interest, for our foreign trade depends on the agricultural development of this country, and if in this we do not keep pace with the times it may de difficult for us to successfully compete hereafter in foreign markets. On this side of India we welcome the effort now about to be made by Government to improve cotton cultivation. The selection of good fields in different districts for seed is an eminently practical one, and if Government will supply a sufficient number of experienced men for the purpose and will sell the seed at first at prices which the farmer will be glad to pay, we shall soon see, I think, an improvement in the cotton produced in our districts, and this will not only be of great benefit to our mills, but will help us in our export trade to foreign countries. As regards the fraudulent short-reeling of yarns for local consumption, after an animated debate the Conference passed an unanimous resolution in which the attention of Government was called to the system of short-reeling now carried on in some of our mills and requested that steps might be taken forthwith to put a stop to this "reprehensible practice." After the rather inconclusive replies sent in by some Chambers to Government when asked for an opinion on this question some months ago it was refreshing to find that the delegates from all Chambers strongly condemned the practice of short reeling as contrary to the best interests of honest spinners and of the import trade; and I can only express the hope that the strong position that has always been taken up on this question by this Chamber is now likely to bear fruit and that with such limitations as may be considered advisable to suit the conditions under which spinning is carried on in this country, the law will be enforced against those

who systematically and intentionally short-reel for local consumption. At the same time I may say that this Chamber has never favoured a suggestion which was rather strongly urged in Calcutta that Government should arrange for regular inspections of machinery, our point having always been that the law as it stands—modified it may be on the lines suggested by the Commission which considered the question a short time ago—is sufficient to cope with the evil if worked with energy, and two or three prosecutions would probably put an end to this objectionable practice.

Income-Tax.

The Income-Tax was another matter dealt with by the Conference and I only refer to the subject now to emphasize the fact that the delegates of all the Chambers shared the view, that is, I know, strongly held in this town and Presidency that the Government of India are really pledged to the removal of this tax now, that being no longer hampered by a steadily falling exchange the revenue of the country is well in excess of the normal expenditure. That the tax is very unpopular and that it is unfair in its incidence no one can deny, and if it had not been that at the time of its re-imposition in 1886 there was a tacit understanding that when the finances of the country improved the tax would be removed, its re-imposition would not have been agreed to without the strongest protest. It was shown at the Conference that until the minimum was raised to Rs. 1,000 the average income of 85 per cent. of those assessed was only £52, and I can supplement this by stating that for the year 1903-04 out of 231,000 assessees the average income of 159,000 or of 68 per cent. whose earnings did not exceeed Rs. 2,000 per annum was only Rs. 1,186 or under £80. Another point strongly urged by this Chamber in Calcutta was that if the tax remains it should be levied for business purposes on a 3 years' average as payment on the result of each year's working is not fair to the trading community as was long ago recognised in England.

Progress in Bombay.

And now as regards the work of your Committee. The year in Bombay has been one of considerable progress. A contract has been given out by the Port Trustees for a large new dock on which preparatory work has now been going on for some months. The Dock railway has also been receiving close attention and work on this will no doubt very shortly be started. The question of a site for the Oil

Tanks was very soon settled on the return from England of the Hon'ble Mr. Hughes, who we hope may long remain amongst us as Chairman of the Trust. I am glad to think that about the time the new dock is ready, the Bulk Oil industry will be located far to the north of the island at a spot near Sewree village suitable in every way for a trade of this kind. A pier on which pipes are to be laid is to be run out to deep water and tank steamers will lie alongside to discharge, far removed from the shipping of the Port. The site is conveniently situated for the Railway and with good roads will be well placed in every way. Only the Burma Oil Company will then have tanks near the new business quarter of the town at Mazagon or that is near to the new Cotton Green and Grain godowns, but their lease will expire a few years after the cotton trade has removed from Colaba and the tanks will then have to be removed to the new land which is now about to be prepared for this trade. As regards the new dock we must all hope that work will progress rapidly for additional accommodation is already badly needed and steamers must not be delayed. The important question of trooping will, I hope, shortly be settled, as the Port Trust have put forward a scheme which must recommend itself to Government on account of its great convenience and of the very moderate cost involved which will enable troop steamers to lie alongside the outer wall of the new dock. Trains in connexion will run along the north end, *i.e.*, the Carnac Bunder end of the dock, and will connect by the Musjid Bunder sidings with the G. I. P. main line. The dock railway from the north will not be inconvenienced by this traffic in any way, and this being so the proposal is one which must be considered very satisfactory by the trade.

The Museum Question.

Early in the year your Committee was asked for an opinion as regards a suggestion to build a Public Museum and Library for the City of Bombay, and after carefully considering the matter a reply was sent favouring the scheme, provided the Museum was maintained as an educational force and there was sufficient money available for this and the other purposes intended both now and hereafter. That Bombay needs a central building or set of buildings where many of the Societies now existing could be housed and where many valuable specimens could be kept is, I believe, generally admitted, and an art section is also very desirable, but while approving the idea as a whole, your Committee laid great stress on the point that the work should not

be attempted if the expense of erection and of maintenance was likely to starve other more urgent and useful objects. This I consider a very important point, for whilst there is so much to be done in the way for instance of agricultural and industrial development, it would be a mistake to divert funds from useful and remunerative works to the erection of a fine set of buildings such as would be necessary if it is decided to carry out the Government idea. In concluding their letter your Committee remarked "that the annual drain on the resources of Government in keeping up such an institution at its full strength and efficiency will be considerable, and the question as to whether the money can be spared without starving and delaying the promotion of other useful objects is one which deserves the most careful consideration," and this point I would again specially emphasize.

RAILWAYS.

A problem always touched on at the annual meeting is railways and our old friend, or I might say our very old friend, the Nagda-Muttra must once again be brought forward. I am almost ashamed however to have to refer to this line again, but I am compelled on this occasion to express our keen disappointment at the slow progress which is to be made in its construction. This line, as you all know, is a very important one for Bombay trade, it will open up a new district, it will give us a short run to Delhi, and it will put us in a much better position as regards our trade with Northern India, and it is therefore a railway line we desire and always have desired completed as rapidly as possible. The project stood first in the Government programme of 1897, but was only taken in hand quite recently, and when it came to the notice of your Committee a few weeks ago that out of a total of 347 lakhs required for construction only 91 lakhs had been sanctioned for the next three years to carry the line as far as Kotah or a little over one-third of the distance, your Committee immediately addressed the Government of Bombay in the matter. The reply we have received is, I regret to say, very far from satisfactory. We are told that owing to heavy expenditure on the G. I. P. railway, construction work on the Nagda-Muttra must necessarily be slow until more funds are available, but when we know, gentlemen, that the work of doubling the G. I. P. from Khandwa to Itarsi should have been taken in hand years ago and that because the Government of India would not provide the necessary funds Bombay trade two seasons back was most seriously inconvenienced and much

business was lost, we can hardly accept the argument now put forward as a sound one. And when we are also told that before pushing forward schemes in which we are particularly interested the Bombay Government must consider the needs of other parts of India, I can only say that in the past we have not seen much consideration in other parts of India for the Railway schemes of Bombay. Had such a feeling existed the improvements on the G. I. P. would have been carried out years ago, but instead nothing really was done until a lot of trade had been lost. Then the work was taken in hand and another important scheme is made to suffer because instead of keeping well ahead of trade requirements, Government hung back until improvements were forced upon them. I can only hope that next year I may be able to speak with more encouragement of this new line which we have so persistently urged in recent years, but I fear that the through connexion we so very much desire is likely to be long in coming unless Government quickly realize as we all do in Bombay, the great necessity for urgent work and the mistake of locking up a large amount of capital for a number of years for until through communication is made, the line cannot really begin to earn money.

The Local Railway Question.

The Local Railway problem of Bombay has also engaged the attention of your Committee, and it is to be hoped that Government will shortly deal with this question as now so many changes are taking place which must affect Bombay in a very marked degree, for many years it is very necessary that this question of local communications should be very carefully considered and arranged. With the removal of the Cotton Green from Colaba to Mazagon the B. B. & C. I. Railway will carry a largely reduced goods traffic along that portion of its line which runs along the sea face—an area which should long ere this have been opened up for the benefit of the public, but your Committee recognized that unless an alternative scheme could be devised to deal with the suburban traffic from north of Grant Road, there is little chance of the sea face being properly opened up as every one has long recognised it should be. The subject is one of great interest and many different views are held, but I believe it is generally felt that along the sea front from the recent reclamation by the Improvement Trust at Colaba to the foot of the Siri Road on Malabar Hill there should be a carriage drive with wide footpaths worthy of this city, a riding path, and I would now add a motor road, for, as the number of cars increases a separate track in frequented

paths will I feel sure become a necessity. If all this could be done and the Railway cleared away electric trams could be run along the present Queen's Road or on the railway track and so provide a quick system between Colaba, the Fort and Grant Road. As regards suburban traffic your Committee were strongly of opinion that everything should be done to encourage people to live outside or to the north of the Island and they realised that unless there are good facilities for transport this can never be. To deprive Bombay of a line along the sea front without giving equal or better facilities elsewhere is out of the question, and if the Railway is taken away from the east it must be put on the west and the nearer to the south of the island the better, so that people may be induced to leave the city at night instead of crowding in Colaba and around the Apollo Bunder.

Need of Rapid Transit.

A suggestion your Committee put forward was for a station for suburban traffic only at or near Elphinstone Circle or even further to the south, and I am glad to know that this idea is approved in many quarters. But as merchants, gentlemen, we are specially interested in a rapid system of communication between the Fort and the new trade centre at Mazagon which will shortly be established, and I fear we are not likely to be convinced that electric cars travelling along crowded roads and stopping at various points and at every important street corner will give us that rapid system that is so very necessary for our business. I am glad to think that a scheme is now being planned to bring Trombay into much nearer communication with this city. Your Committee pointed out in their letter that the opening up of Trombay was a matter of rather urgent necessity, and if the projected causeway from near Tank Bunder is decided on, a rapid system of communication will be arranged for, and this will help to give us that connexion between the business quarters of the Fort and the new Cotton Green and storage ground at Mazagon which is so very necessary, and for which we must all strive. I trust that before long we shall hear that Government have decided to appoint a Commission to consider this question of local communications, and if so, this Chamber must urge that every facility be given to trade upon which the prosperity of this city so largely depends, and that every inducement be offered to the public to live at some distance from their work. To carry out a sound system will cost money, but it is better to spend freely on well thought out plans than to fritter money away

on doubtful improvements here and there which not being part of a comprehensive scheme, are bound sooner or later to be found in some ways unsuitable. This question of local communications has been long before us and the Government that will tackle it and satisfactorily solve it will earn the thanks of the whole community.

The Fiscal Question.

On the Fiscal question as propounded by Mr. Chamberlain, a policy of protection which will make the rich richer and the poor poorer, I will not detain you, as I believe my views on this particular scheme are fairly well known already, but to those who incline to the idea that India might benefit by taking part in a preferential system such as is proposed, I would recommend a study of the views of the Government of India on the question of Preferential Tariffs in their relations to India—a pamphlet published towards the end of 1903. In a well written despatch to the Secretary of State therein printed, it is clearly shown that without a system of Preferential Tariffs India already enjoys a large, probably an exceptionally large, measure of the advantages of the free exchange of imports and exports, and that if the matter is regarded exclusively from an economic standpoint, India has something, but not perhaps very much, to offer to the Empire, that she has very little to gain in return, and that she has a great deal to lose or to risk. But there is a point in this controversy to which I wish to draw your special attention to-day, and that is a dangerous suggestion which is being quietly pushed at home that for the benefit of Great Britain—so it is distinctly stated—India should put a tax on her exports. It was pointed out a short time ago in the *London Times*—a paper by the way which is taking a curiously one-sided view in this controversy—in an article on Indian affairs that India would add to her revenues if she put a tax on her exports to foreign countries, and raw cotton was one of the articles mentioned. Well, gentlemen, I have yet to learn that it is wise to put the cart before the horse, and I feel sure that any proposal such as I have just mentioned will always meet with uncompromising opposition from this Chamber. The revenues of India will take very good care of themselves if the foreign export trade of the country is not hampered at this end by tariff regulations, but if the one-sided policy suggested by the writer in the *Times* should be adopted whilst the revenues of the country might grow, the country itself—those, that is, who live in it, will be the sufferers. But as regards our cotton the

proposition is an extraordinary one. We all know how difficult it is this season to sell cotton to the Continent, and if our trade was hampered with an export duty of say 5 per cent., our present difficulty would be greatly intensified And would Lancashire with a preference of 5 per cent. be taking a larger supply from Bombay—not a bit of it. There is, as you all know, such a large and excellent crop of cotton in America that Lancashire can get all she wants from across the Atlantic and the Continent is also drawing much more largely from America than is her wont. How then at a time like the present would a 5 per cent. preferential duty on our cotton exports benefit either Great Britain or India, for after all we out here must consider the question mainly from the point of view of this country. It would simply mean that in order to get rid of our cotton to the Continent—for Lancashire does not want it—prices up-country would have to be forced down to a lower level, and although the proceeds of the tax might add to the Government revenue, the money in the pockets of the people would be correspondingly reduced. I do not think I need say anything more on this extraordinary proposal put forward as I have said as a means whereby India might sacrifice herself for the benefit of the United Kingdom.

Position of Trade.

The question of freight on the new densely packed cotton bales was considered by your Committee a few months ago after the matter had been very fully investigated by a strong sub-committee, and from the large attendance at a general meeting which was then called to decide the question, it is evident that the subject is one in which the members of this Chamber are very deeply interested I will not enter into details on this occasion and only now refer to the matter to state that after the meeting I have referred to a letter signed by several members of the Chamber was sent in to the Committee requesting that the tonnage scale should be considered with a view to revision as the basis having altered on which such an important item as cotton is shipped, the whole scale should be revised in the general interests of trade and of shipping. Your Committee was unable to accede to this request, but should the matter arise later and a general meeting be again called to consider any further suggestions that may be made, it will be necessary for every member of this Chamber who desires to vote to study the question very carefully in all its bearings as being one of very great importance for merchants, shipowners and

the trade. As regards trade generally I have not very much to say. Last monsoon was not as good as we should have liked, and in some districts crops are deficient, but on the whole the trade of Western India is fairly satisfactory although it is a pity, so far as exports are concerned, that our cotton is moving so very slowly. I rejoice, however, at the prosperity now being enjoyed by our local mills after many years of adverse trade, and I hope the profits now being made will be wisely used, husbanded to some extent for a rainy day, for the industry can hardly continue for long on its present prosperous footing.

And now for a word as regards our accounts. We began the year with a balance of Rs. 55,000 and have ended with Rs. 63,000, and this as we made a profit of Rs. 12,000 in the previous year must be considered very satisfactory, but is due of course to large receipts from measurements. Early last month your Committee considered the question from the point of view of a possible reduction in the charge for publications, but as on looking into figures we found that excluding interest on our balance we had only made over the last ten years an average annual profit of Rs. 430, and looking to the probability of much smaller receipts from measurements this season we decided to make no change, but should our balance continue to grow, some reduction might fairly be made later on in the charge for publications. One item in the balance sheet I must now draw your attention to as it requires confirmation by this meeting and that is a sum of Rs. 500 voted by the Committee to your delegates to the Calcutta Conference for expenses. We were advised by our solicitors that under our rules this item could not be voted without the consent of the members in general meeting, and to give your Committee the power to deal with such matters hereafter I shall later on propose the resolution noted on the Agenda. (Loud applause.)

The Chairman then moved—

"That the Report of the Committee of the Bombay Chamber of Commerce for the year 1904 be adopted and confirmed."

Mr. Marshall Reid, C.I.E., seconded the proposition and said:—At the general meeting a year ago I felt justified in complaining of the inability of the machinery of the Government of India to deal efficiently with the commercial, industrial and agricultural interests of

the country generally and of Bombay in particular. It is, therefore, especially pleasant on this occasion to be able to acknowledge the earnest and genuine efforts which have been made in the interval to remove this reproach. It is too early yet to commend or criticise the actions and methods of the new Department of Commerce and Industry, but I think we may well express satisfaction with the selection of the heads of the Department, and we in Bombay cannot feel ourselves left out in the cold on this occasion, seeing that the Secretary to the Department is an officer very closely identified with Bombay, the Head of the Intelligence Bureau is our own late Secretary, and last but not least the Minister of Commerce has taken the first possible opportunity to come and pay us a visit in Bombay and to get to know some of those who have to look to his Department for the protection and promotion of their interests. With regard to agriculture, with which the prosperity of commerce in this country is so closely identified, the Imperial and Provincial Governments are also showing themselves to be in earnest. No public announcement has yet been made on the subject, but the Government of India have fully recognised the importance of provincial organisations for the scientific improvement of agriculture. Our own Government have also, I believe, taken the matter up seriously, and we hope their efforts may shortly bear fruit. But though our Government may have taken all the steps that may have been possible in the matter, I do not think it is entirely satisfactory that up to now no reply beyond simple acknowledgment should have been given to the memorial submitted to them some eighteen months ago. Unless it is the wish of Government to discourage the assistance and support which the unofficial community may be willing to give them in important matters of this kind, I think they should have made a point of breaking silence long before now and of telling us how far our views were acceptable and had commanded their support, and in what respects they differed from us. I can hardly think that the recommendations of the Government of Bombay to the Government of India on a subject of this sort can be regarded as official secrets, and it is certainly desirable that they should not be so regarded. I therefore trust that the Government of Bombay will lose as little time as possible in publishing their views and recommendations and so maintain public interest in the subject and ensure the continued support which I presume they desire to have in their efforts to carry home their case to the higher authorities who have the final say.

THE MISSION TO PERSIA.

There is only one other matter on which I should like to say a few words in order to clear up a possible misunderstanding. In the Chamber's report now in your hands and in the one of last year, you will find the subject of the Commercial Mission to Persia referred to at some length. An impression seems to prevail that the Mission was undertaken at the request of the Chambers of Commerce, and adverse comments have been made on the small support the scheme received from the Chambers of Commerce. The Bombay Chamber has also, I believe, got credit for withdrawing their support from the Mission at the last moment for insufficient reasons. Now, gentlemen, a reference to our last year's report will show clearly that the proposal emanated from the Government of India in 1903, and though the feeling was not unanimous that the Mission would be of any material value to the trade of Bombay, your Committee decided to give Government every support in their power. A delegate was secured from among the members of the Chamber, but as Government were unable to give us any idea of the date on which the Mission would start, and as this gentleman could not keep his offer open indefinitely, the opportunity was lost. After a silence of six months we were again addressed by Government on the subject in June, and from then onwards negotiations were made rather difficult because of the fact that they had to be rushed through by telegram owing to the limited time left before the date fixed for the starting of the Mission, and all appointments and arrangements had to be made in a hurry. Had Government authorised an officer on this side of India to negotiate personally with the Committee, much time and misunderstanding would have been saved. However as time was so short, we, in conjunction with the Millowners' Association and in anticipation of your approval and sanction, voted a sum of money for the expenses which we expected to be called upon to pay in connection with our delegates. As no member of the Chamber could be obtained to act as our delegate, we had to look outside and were fortunate enough to find two qualified Parsee gentlemen prepared to go : but having to employ outsiders involved paying salaries, and we found that the sum allotted would do no more than cover their salaries and the cost of samples to be purchased. We also realised that in sending the two gentlemen whom we had secured from outside the Chamber, we might be running an indefinite risk and responsibility with regard to their personal safety, which we would not have been called upon to

take in the event of one of the members of the Chamber volunteering for the Mission. This risk and responsibility seemed to us to be one which we could under no circumstances undertake on behalf of the Chamber and ourselves, and as Government did not agree to accept this responsibility, we were reluctantly compelled to withdraw. Government did not refer to this all important point in their *communique* to the Press which was telegraphed from Simla on October 17th. The question of the cost of catering was one which we could not deal with, as we had no funds available, but I do not suppose Government would wish us to believe that they would hamper a Mission which they considered important only because their expenses were to be increased by a small percentage. The only other request we made was the obviously important one that a Government official should be appointed President of the Mission, but if the insurmountable difficulty regarding the responsibility for safe conduct had been got over, I have no doubt this stipulation might have been withdrawn if it could not conveniently be complied with. From what I have said I trust you will see that we did everything in our power to support Government in the Mission in which they invited us to co-operate, and that we only receded from it because we felt ourselves called upon to decline to accept a responsibility and liability which was entirely beyond our powers. I have now much pleasure in seconding the adoption of the report. (Applause.)

Mr. H. E. E. Procter, in supporting the adoption of the report, said:—I do not think there is much for me to say after the exhaustive manner in which the Report has been treated by the Chairman and Deputy Chairman, but there are one or two matters on which I should like to make a few remarks; and the first is

THE REGISTRATION OF PARTNERSHIPS.

I am glad to see from the report that this matter is at last being seriously considered by the Government of India and I only trust that an Act will soon be passed. Legislation in this direction has been asked for by the Indian Chambers of Commerce and business men for the past 35 years, and although it must be admitted there are considerable obstacles to be overcome before we can get a workable Act, the whole matter bristling as it does with difficulties, still it seems to me that the only way to overcome them is for Government to pass an Act as soon as possible on the lines of the draft Bill now under consideration and be prepared to amend it as found necessary after it

has had a fair trial. That such an Act is necessary for the safe guard of merchants and others engaged in trade is now generally admitted, and I think we have a right to expect the help of Government in bringing in the required legislation. As regards an

IMPERIAL CUSTOMS SERVICE

I am sorry to see from the Report that the Committee have expressed their approval of the proposals put forward by Government in December 1903. When this Chamber wrote to Government advocating an Imperial Custom's Service, the principal object was to secure continuity of service and to avoid the constant changes which have hitherto taken place in the office of Collector of Customs. It appears to me that the scheme, as set forth by Government, cannot obtain the continuity which was our principal object in asking for an Imperial Custom's Service. We asked for a separate Imperial Custom's Service which would be sufficiently attractive to get really good men, but by the Government's proposal to retain 3 out of 5 Collectorships and 3 out of the 10 Assistant Collectorships for Civilians, the whole scheme seems to be nullified from our point of view. Furthermore, if there is to be the continuity of service, which we consider so important, then those Civilians who elect to serve in the Imperial Custom's Service should not be allowed to be transferred to other departments, but in the Government scheme it is pointedly stated that they should be allowed to revert "freely" to their own provinces. It may be that the exigencies of the Civil Service prevent Government from adopting our views as to a separate Imperial Custom's Service, but it seems to me that in asking our opinion Government wanted to know our views as business men, and I think it is a great pity that this Chamber did not insist more strongly upon the necessity of continuity of service.

STANDARD TIME.

I am sorry to see also from the Report that the Committee were unable to express approval of adopting a standard time for general purposes all over India. It appears to me that this is a thing which must come and the sooner it comes the better. Any inconvenience that might be felt at first would soon remedy itself, and I hope that Government will see their way to adopt it shortly.

In conclusion, I should like to endorse what has been said about the services of our late Secretary, Mr. Noel-Paton. I have served on three Committees during the time he has been with us, and I can tes-

tify to the able and painstaking way in which he has always done his work. Through his departure we lose a most able Secretary, and I am sure I am expressing the thoughts of us all when I wish him every success in his new appointment. (Applause.)

The resolution was carried.

Mr. S. M. Moses said:—Mr. Chairman and Gentlemen,—I deem it a great honor in being entrusted to propose a vote of thanks to the Chairman, Deputy Chairman, and the outgoing Committee, for so ably conducting the affairs of the Chambers for the past year. The volume of business that was put through by them during the past year is manifest by the bulky report that is now before us, and for this they deserve our heartfelt thanks. In addition to this, gentlemen, I will ask you to pass with acclamation a special vote of thanks to our Chairman, Deputy Chairman, and our late Secretary, Mr. Noel-Paton, for taking the trouble of going to Calcutta to represent us in the Chambers of Commerce Conference. They have taken an active and intelligent part in the deliberations of that distinguished assembly. That gathering was an innovation and a very useful one too, which occurred to H. E. the Viceroy to bring the representatives of the various Chambers of Commerce of India together in order to interchange ideas, and I am sure such meeting from time to time will be fruitful of good results, and trust that they will have the Conference annually to consider matters of commercial interest and importance to the trades and industries of this country. Besides this, the Indian Government has created new offices and appointed Mr. Harvey, our Municipal Commissioner, as Secretary of the new Department of Commerce and Industry, and Mr. F. Noel-Paton, our late Secretary, as Director-General of Commercial Intelligence. I take it as a great compliment to this City and Chamber that these distinguished posts should be offered to Bombay men, and at the same time I congratulate Government upon such an excellent selection. Although this will be a distinct loss to us, yet we hope we shall derive an indirect benefit by acquiring from them all information regarding statistics of commerce, etc., and the industrial condition of the country, and their advice will be valuable to all commercial firms and Chambers of Commerce of India.

After a long spell of adverse years, I am happy to say that prosperity has at last dawned upon us. It is attributable to some extent to an almost unprecedented large American crop which has caused

unusually low prices to prevail for raw cotton, added to which the continuance of a healthy demand for yarn in China, due in a measure to the curtailment of production in Japan and smaller shipments from India. It was also greatly supported by the high prices ruling for silver, and the consequent high rates of exchange has enabled merchants to receive more money for their goods. Most of the Bombay mills have sold their productions till the end of this year. Should prices for raw material keep low (and there seems every probability that they will) then the mills should undoubtedly show excellent results at the end of 1905.

We are indebted to Lord Curzon's Government for the great interest evinced of late in the promotion and advancement of industries on which the ultimate salvation of India depends. His Excellency has repeatedly acknowledged in speeches delivered recently in England the desirability of promoting elementary and technical education in the country which has been hitherto neglected, without which there can be no true and great industrial progress. Capitalists in India are often blamed by our rulers for not embodying their capital on industrial ventures. Whilst this may be true of India as a whole, I am sure this charge of neglecting industries could not be laid at our door. We have invested crores of rupees in machinery and plant in Western India, and we are ready to invest a great deal more at the first opportunity, but it behoves our rulers to support our efforts by founding and endowing technical colleges all throughout India. I must confess that no other Viceroy has done so much to promote the economic interests of India as Lord Curzon. I think the Government of India could not better employ some of its vast surpluses than in promoting elementary and technical education in the land.

Now, gentlemen, with your permission I will dwell for a few moments on the subject of silver, in which perhaps I may be at variance with the views entertained by other people ; yet it is well worth ventilating the subject. To begin with, I will reiterate what I have said before that the great impetus which was given to our mill industry was mainly due to the maintenance of high rates of silver ; for this consideration alone if for no other, our Government should give all their moral and material support to silver. A great demand was prevalent in Manchuria where owing to the war a large quantity of silver is in circulation, and our Indian Government has also been a

constant buyer of silver throughout the year, and I trust they will continue their support by buying after every fall, and now I venture to suggest they should keep in a stock of two million sterling worth of bar silver in the vaults of the mints to provide for a case of emergency when there is a scarcity of rupees in currency to encash sovereigns. Now that the exchange between India and Europe has been firmly established at 1*s.* 4*d.*, and there is no probability of its ever being disturbed, the fact of the closing of the mints to coinage of silver (except to Government) has given them a mastery over exchange, a position from which they cannot be easily dislodged. I respectfully submit that Government should, therefore, give their valuable support to our trade with the Far East which forms an important part of the exports of India on which the prosperity of the mill industry depends. I have no objection to the introduction of gold of small coins in circulation in India if the people were to take to it of their own accord, but I fear there is not much chance of their doing so, as they are very conservative in their ideas and cling fondly to silver as their ancestors have done from time immemorial. Although it is now 11 years since the mints were first closed, yet statistics will show what a small quantity of sovereigns are in actual circulation in the interior of India. They are simply brought here by the Banks as an exchangeable commodity, and a portion of it is exported by Government to purchase silver in order to enable them to encash sovereigns for silver coins in which coin only the people of India would receive payment for goods, as also to adjust exchange in connection with their sales of Council Bills. This system will, I expect, remain so for years to come. Since the trade with Europe has been placed on a sound footing, all those violent fluctuations in exchange which we used to experience prior to the closing of the mints, which were elements of uncertainty as to the ultimate realization of our exports and imports have now happily disappeared; in the same manner I sincerely trust that our Government will give our trade with the Far East, upon which the prosperity of no small portion of His Majesty's subjects depends, all the support that lies in their power. With these remarks I beg to propose "**that the thanks of this Chamber be tendered to the Chairman, Deputy Chairman, and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year.**" (Applause.)

MR. H. BLASCHECK seconded the resolution, which was carried.

Mr. H. C. Wright moved: **"That the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the year 1905 :—Messrs. F. W. Bickel, J. Fairclough, Donald N. Graham, George Miller, F. T. Rickards, Frank Ritchie and A. Zygouras."**

Mr. N. S. Glazebrook seconded the resolution, and it was carried.

The Chairman then moved that the following be added to the rules and regulations of the Chamber:—**"The Committee shall have power to authorise the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of rupees three thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber."** The Chairman said that this rule was necessary, because strange to say their Committee could not vote a single rupee for any purpose in which the Chamber was not directly interested. He had already referred to the difficulty which arose in connection with the visit of their delegates to the Conference at Calcutta. He might say that had their negotiations with the Government with regard to the Persian Mission been successful, it would have become necessary for the Committee to call a general meeting of the Chamber to vote a sum for the purpose. Then they had seen that in regard to the Conference at Calcutta certain expenses were incurred which the Bombay Chamber along with other Chambers offered to share. They would get an account of the same very shortly, and under the rules, as they at present stood, it would be necessary to call a general meeting to vote the small amount which would fall to their share. The Committee had submitted the point to their solicitors, who drafted the rule now submitted to the meeting.

Mr. C. H. B. Forbes seconded the resolution, which was carried.

On the motion of **Mr. J. Fairclough**, seconded by **Colonel H. D. Olivier, R.E., it was resolved to re-elect Messrs. Ferguson and Co. Auditors of the Chamber's accounts for the year 1905 on the remuneration hitherto paid to them.**

The proceedings then terminated.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner ...	1836-37
M. T. Brownrigg	1837-38
H. G. Gordon ...	1838-39
J. Skinner ...	1839-40
T. R. Richmond	1840-41
C. B. Skinner ...	1841-42
S. D. Murray ...	1842-43
J. Wright ... / E. Lyon ...	1843-44
T. Cardwell ...	1844-45
J. Smith...	1845-46
W. Graham ...	1846-47
John Parsons ...	1847-48
A. G. Latham ...	1848-49
Robert Strong ...	1849-50
W. S. Grey ...	1850-51
John Parsons ...	1851-52
A. H. Campbell...	1852-53
H. B. Gilmour ...	1853-54
James Graham...	1854-55
W. F. Hunter ...	1855-56
A. T. Binny ... / H. B. Gilmour ...	1856-57
John Fleming ...	1857-58
Robert Ryrie ...	1858-59
H. D. Cartwright / Henry Scott ...	1859-60
Andrew Grant ... / George Hamilton, / George Lord ...	1860-61
James N. Fleming / Michael H. Scott.	1861-62
Robert Hannay... / Alexander Brown	1862-63
Andrew Grant ...	1863-64
A. C. Gumpert... / Alexander Stewart	1864-65
A. J. Hunter ...	1865-66
W. Christian ... / A. J. Hunter ... / Alexander Brown.	1866-67
J. Foggo ...	1867-68
Hamilton Maxwell ...	1868-69
H. E. Astley ... / D. Graham ...	1869-70
A. D. Grant ...	1870-71
W. G. Hall ...	1871-72
J. K. Bythell ...	1872-73
H. E. Bright ... / E. Lord ...	1873-74
D. Watson ...	1874-75
J. A. Forbes ...	1875-76
G. F. Henry ... / Donald Graham.	1876-77
Walter Lang ...	1877-78
M. Mowat ...	1878-79
C. Macdonald ...	1879-80
J. N. Graham ...	1880-81
E. Comber ... / W. M. Macaulay	1881-82
James Thorburn .	1882-83
Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.	
A. F. Beaufort ..	1890
L. R. W. Forrest.	1890-92
J. L. Symons ...	1892
R. S. Campbell ...	1893
W. R. Macdonell	1893, 1894, 1895
A. F. Beaufort ...	1896
A. Abercrombie	1897
R. H. Macaulay	1898
A. Abercrombie	1899
William Greaves	1900, 1901, 1902
J. M. Dick ...	1902-03
The Hon. Mr. C. H. Armstrong ...	1904-05

Secretaries.

R. X. Murphy ...	1836-38
J. E. Brenan ...	1838
R. X. Murphy ...	1838-41
T. J. A. Scott ...	1841-46
John Connon ...	1846-57
John Mawson ...	1857-59
J. A. Crowe (Acting) ...	1858-59
H. Brooke ...	1859-64
James Taylor ...	1864-73
John Gordon ...	1873-84
David Watson (Acting)	1881-82
John Marshall ...	1884-98
Frederick Noel-Paton,	1898-1905

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	23,49,87,160	10,67,70,770	34,17,07,930
1862 ...	2333	1861-62 ...	22,32,04,320	14,95,19,850	37,27,24,170
1863 ...	2507	1862-63 ...	22,63,23,840	20,50,89,670	43,14,13,510
1864 ...	2958	1863-64 ...	27,14,55,900	22,96,25,810	50,10,81,710
1865 ...	3363	1864-65 ...	28,15,09,230	21,36,33,520	49,51,42,750
1866 ...	3563	1865-66 ...	29,59,92,280	26,55,73,010	56,15,65,290
1867 ...	3929	1866-67 ...	29,03,87,150	13,23,69,050	42,27,56,200
1868 ...	4008	1867-68 ...	35,70,57,880	11,77,53,740	47,48,11,570
1869 ...	4255	1868-69 ...	35,99,01,420	15,15,59,540	51,14,60,960
1870 ...	4771	1869-70 ...	32,92,75,200	13,95,48,072	46,88,23,272
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,599
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,180	8,14,10,466	44,36,31,596
1876 ...	6862	1875-76 ...	38,88,73,403	5,30,07,224	44,18,80,627
1877 ...	7322	1876-77 ...	37,44,06,308	11,43,61,197	48,87,67,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96,447
1879 ...	8498	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,321
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82,74,619
1881 ...	9894	1880-81 ...	53,08,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,28,724	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11635	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69,58,98,722
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71,11,90,360
1887 ...	14109	1886-87 ...	61,81,19,608	11,04,83,224	72,86,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15893	1888-89 ...	69,43,77,531	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,93,762	17,45,45,037	86,65,38,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,93,44,876	93,91,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,280
1893 ...	18510	1892-93 ...	66,27,86,222	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48,73,508
1895 ...	19555	1894-95 ...	73,51,65,042	9,58 12,084	83,09,77,126
1896 ...	20262	1895 96 ...	72,93,61,344	13,36,79,854	86,30,41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,635	89,30,03,987
1898 ...	22048	1897-98 ...	78,63,43,159	20,53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	90,00,63,288
1900 ...	24760	1899-1900...	75,30,44,785	20,97,36,851	96,27,81,636
1901 ...	25373	1900-1901...	80,89,40,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60 829	25,31,83,178	1,11,18,44,007
1904 ...	†	1903-1904...	92,57,72,630	40,12,92,353	1,32,70,64,983

† Figures not received up to time of publication of this Report.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	32,97,06,050	1,11,95,490	34,09,01,540
1862 ...	2333	1861-62 ...	36,31,70,420	68,33,550	37,00,03,970
1863 ...	2507	1862-63* ...	47,85,96,450	1,11,11,400	48,97,07,850
1864 ...	2958	1863-64* ...	65,62,54,490	1,27,04,350	66,89,58,840
1865 ...	3363	1864-65* ...	68,02,70,160	1,44,45,900	69,47,16,060
1866 ...	3563	1865-66* ...	65,49,11,230	2,16,41,520	67,65,52,750
1867 ...	3929	1866-67 ...	41,85,99,941	2 43,15,030	44,29,14,971
1868 ...	4008	1867-68 ...	50,87,40,563	1,57,19,460	52,44,60,023
1869 ...	4255	1868-69 ...	53,06,21,647	1,39,55,800	54,45,77,447
1870 ...	4771	1869-70 ...	52,47,13,756	1,04,23,528	53,51,37,284
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,07,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,58,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,62,953	1,29,80,790	56,53,43,743
1874 ...	6226	1873-74 ...	54 96,07,865	1,91,40,711	56,87,48,576
1875 ...	6543	1874-75 ...	56,35,92,404	1,62,53,091	57,98,45,495
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7322	1876-77 ...	61,01,38,912	4.02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21.09,956	67,43,33 238
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ...	9166	1879-80 ...	67,21,07,406	2,03,51 479	69,24,58 885
1881 ...	9894	1880-81 ...	74,54,09,072	1.44 04,408	75,98,13,480
1882 ...	10153	1881 82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49 372	1,04,18,488	84,52,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,91,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16407	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ...	17314	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82 360
1892 ...	17894	1891-92 ...	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ...	18510	1892-93 ...	1,06,57,46,715	6,95,89 237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06 51,48,540	4.10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14 34,59,341	4 25.98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,03,98,36.184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,802	7,14,86,470	1,04,78,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25373	1900-1901...	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25931	1901-1902...	1,24,52,48,571	11,47,68,603	1,35.99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	† ...	1903-1904...	1,53,71,49,468	16,27,22,631	1,69,98,72,099

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication of this Report.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1898-99 *to* 1903-1904.

	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.	1903-1904.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	27,96,74,583	29,75,88,460	31,86,91,468	32,82,04,478	32,82,39,948	33,63,12,454
Bombay	25,65,19,017	26,27,60,464	26,35,08,801	28,31,46,872	27,61,19,083	29,92,48,819
Sindh	3,97,76,931	4,22,62,878	4,56,41,007	6,43,96,140	5,18,79,310	5,47,48,012
Madras	5,26,74,824	5,58,08,813	6,62,40,579	7,68,27,436	7,20,36,892	7,51,47,845
British Burmah	5,60,87,127	4,86,97,999	6,86,91,833	6,21,30,450	5,94,45,899	8,26,25,707
Total ...	68,47,32,482	70,71,18,614	76,27,73,688	81,47,05,376	78,77,21,131	84,80,82,837
Ditto Government Stores	3,63,74,679	4,59,26,171	4,61,67,185	7,27,18,823	7,09,39,698	7,76,89,793
Total Merchandise ...	72,11,07,161	75,30,44,785	80,89,40,873	88,74,24,199	85,86,60,829	92,57,72,630
Treasure, Private.						
Bengal	3,62,20,691	5,60,56,464	5,74,92,839	5,11,69,963	5,72,93,829	9,47,69,291
Bombay	13,75,45,908	14,63,92,785	9,76,14,457	13,31,33,545	16,89,81,679	17,70,20,176
Sindh	24,81,499	16,26,078	3,30,006	9,64,932	31,41,390	43,80,854
Madras	18,11,753	50,13,840	79,71,353	1,01,71,397	2,01,31,719	1,31,80,117
British Burmah	7,79,516	4,95,965	12,21,434	10,38,959	30,08,657	20,93,264
Total ...	17,88,39,567	20,95,85,132	16,46,30,280	19,64,83,796	25,25,57,274	29,14,43,702
Ditto Government	1,16,560	1,51,719	8,11,31,538	1,22,29,556	6,25,904	10,98,48,651
Total Treasure ...	17,89,56,127	20,97,36,851	24,57,61,818	20,87,13,352	25,31,83,178	40,12,92,353
Grand Total of Imports ...	90,00,63,288	96,27,81,636	1,05,47,02,691	1,09,61,37,551	1,11,18,44,007	1,32,70,64,983
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal	19,80,944	19,56,553	22,34,637	18,10,928	18,06,758	21,08,288
Bombay	2,53,35,785	2,46,94,259	2,44,49,048	2,53,32,170	2,27,10,074	2,65,16,638

Sindh	52,79,078	51,51,023	43,10,239	43,14,933	36,65,689	32,92,996
Madras	6,83,953	7,20,425	6,86,397	8,00,583	8,92,709	8,57,861
British Burmah	4,82,205	4,04,317	4,55,173	3,44,634	2,84,874	4,79,689
Total ...	3,37,11,965	3,29,26,577	3,20,85,494	3,26,03,248	2,93,60,104	3,32,55,472
(Indian Produce and Manufactures.)						
Bengal	45,75,47,526	50,06,69,350	54,92,09,763	55 05,91,969	53,67,52,134	59,99,96,746
Bombay	32,40,45,795	27,76,19,894	24,72,28,621	35.29,25,836	36,08,97,217	46,11,95,586
Sindh	8,40,26,837	5,81,32,711	2,88,56,701	8,43 47,979	7,63,57,251	12,93,48,202
Madras	11,11,03,251	11,92,45,895	11,68,60,551	11,77,05,938	13,01,63,242	15,00,73,900
British Burmah	11,67,93,919	10,14,70,678	9,99,07,654	10,37,64,984	15,47,37,035	15,77,08,505
Total ...	1,09,35,17,328	1,05,71,38,528	1,04,20,63,290	1,20,83,36,706	1,25,89,06,879	1,49,83,17,939
Total Fgn. and Indian Merchandise exported.						
Bengal	45,95,28,470	50,26,25,903	55,14,44,410	55,24,02,897	53,85,58,892	60,21,05,084
Bombay	34,93,81,580	30,23,14,153	27,16,77,669	37.82,58,006	38,36,07,291	48 77,12,224
Sindh	8,93,05,915	6,32,83,734	3,81,66,940	8,86 62,912	8,00,22,940	13,26,36,198
Madras	11,17,87,204	11,99,66,320	11,74,96 948	11,85 06,521	13,10,55,951	15,09,31,761
British Burmah	11,72,26,124	10,18,74,995	10,03,62,827	10,31,09,618	15,50,21,909	15,81,88,194
Total ...	1,12,72,29,293	1,09,00,65,105	1,07,41,48,784	1,24,09,39,954	1,28,82,66,985	1,53,15,73,411
Ditto Government Stores	7,82,518	10,71,343	34,95 359	43,08,617	58,12,354	55,76,057
Total Merchandise ...	1,12,80,11,811	1,09,11,36,448	1,07,76,44,143	1,24,52,48,571	1,29,40,79,337	1,53,71,49,468
Treasure, Private.						
Bengal	76,04,505	39,67,384	63,74,486	54,65,355	83,61,980	40,01,690
Bombay	6,36,83,567	7,44,43,593	6,46,07 098	7,73 85,523	7,80,54,717	5,20,81,851
Sindh	2,64,985	4,80,133	7,50,452	2,66,287	4,19,639	18,17,392
Madras	25,02,200	6,55,000	25,57,715	15,01,000	10,74,000	12,81,425
British Burmah	26,550	4,295	4,54,500	7,500	1,89,772	6,16,089
Total ...	7,40,81,807	7,95,00,405	7,47,44,251	8,46,25,665	8,81,00,108	5,97,98,447
Ditto Government	32,409	63,471	6,75,29,395	3,00,82,938	84,76,262	10 29,24,184
Total Treasure ...	7,41,14,207	7,95,63,876	14,22,73,646	11,47,08,603	9,65,76,370	16,27,22,631
Grand Total of Exports ...	1,20,21,26,018	1,17,07,00,324	1,21,99,17,789	1,35,99,57,174	1,39,06,55,707	1,69,98,72,099

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1901-1902 *to* 1903-1904.

ARTICLES.		Quantities.			Value.		
		1901-1902.	1902-1903.	1903-1904.	1901-1902.	1902-1903.	1903-1904.
					Rs.	Rs.	Rs.
Animals—Living	No.	4,637	4,880	7,335	18,38,466	18,51,104	28,12,695
Apparel, &c. (excluding Boots and Shoes)	value.	.....	.....	.....	53,62,220	62,65,659	66,17,128
Arms, Ammunition, &c. (excluding Dynamite and other Explosives)	,,	.....	.....	.....	2,65,997	3,58,838	3,62,259
Articles imported by Post	,,	.....	.....	.....	49,20,143	72,18,714	50,40,207
Building and Engineering Materials	,,	.....	.....	.....	6,33,198	8,03,400	8,85,327
Cabinetware and Furniture	,,	.....	.....	.....	3.57,805	5 54,590	5,39.678
Candles	lbs.	721,523	846,865	893,185	2,25,273	2,70,427	2,88,029
Clocks and Watches	No.	182.635	217,462	237,447	9,54,677	9,99,713	9,41,265
Coal, Coke, and Patent Fuel	tons.	185,058	173,616	151,885	34,71,060	31,85,045	27,90.689
Cotton—Raw	cwts.	73,705	65,257	17,388	18,88,976	16,42,691	4,76,729
Do. Twist and Yarn	lbs.	7,600,298	6,149,820	5,867,753	51,26,761	41,16,506	44,20,174
Do. Piece-Goods	yards.	590,516,526	495,723,405	552,560,214	8,41,33,107	6,72,25,791	7,73,78,797
Do. Shawls and Handkerchiefs	No.	4,922,793	6,938,975	13 179,149			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	25,06,918	25,89,199	31,76,821
Chemical Products and Preparations	,,	.....	.....	.....	18,47,776	18,80,294	19,84,466
Dynamite and other Explosives	cwts	889	1,214	441	46,634	93,876	18,682
Drugs, Medicines & Narcotics (excluding Tobacco).	value.	.....	.....	.....	21,08,643	25,73,623	29,98,904
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	7,132,912	7,125,659	9,614,956	53,79,771	52,77,580	67.03,474
,, ,, Other Sorts	cwts.	8,188	11,178	8,108	8,39,576	8,17,399	8,85,350
Earthenware and Porcelain	value.	.....	.....	.....	8,13,105	9,22,837	9,74,888
Fireworks	,,	.....	.....	.....	1,82,582	2,17,631	3,71,214
Glass and Glassware	,,	.....	.....	.....	47,35,407	47,45,461	47,90,551
Gums and Resins (excluding Cutch and Gambier).	cwts.	68,422	60,772	102,496	9,04,599	8,56,295	13,23,565
Hardware and Cutlery	value.	.....	.....	.....	58 81,588	72,50,088	83,39,576
Hides and Skins	cwts.	13,377	24,516	16,359	8,54,155	14,00,885	10,25,194
Instruments and Apparatus	value.	.....	.....	.....	18.24,899	21,80,658	23,68,694
Ivory, Unmanufactured	lbs.	255,944	301,963	304,639	15,47,769	17,57,028	18,16,349
Do. Manufactured	value.	.....	.....	.....	1,70,206	1,78,869	2,31,288
Jewellery, Precious Stones, Pearls, &c.	,,	.....	.....	.....	63,19,511	80,47,587	62,10,919
Leather, Unwrought, Saddlery, &c.	,,	.....	.....	.....	8,99,935	14 69,939	14,36,678
Do. (Boots and Shoes)	pairs.	204,377	246,292	353,283	6,35.896	7,25.874	8,39,281
Liquors—Ale, Beer, and Porter	gallons.	1,360,537	1,401,938	1,314,464	14,60,906	15,23,005	14,42,892

Liquors—Spirits						„	372,378	391,386	400,112	27,81,430	28,72,992	29,61,444
Do.	Wines and Liqours					„	94,620	108,604	111,199	8,24,182	9,42,188	9,19,950
Do.	Other sorts					„	1,099	1,381	1,352			
Machinery and Millwork						value.	.....	.....	.....	3,126	4,316	4,094
Matches, Lucifer and other						„	.....	.....	.....	89,34,126	1,04,19,909	1,26,74,688
Metals—Brass						cwts.	3,741	3,987	5,147	13,26,214	14,02,214	15,18,872
Do.	Copper					„	30,686	82,830	105,042	2,99,753	2,48,968	3,03,834
Do.	Mixed or Yellow Metal					„	53,573	126,577	123,833	20,13,274	46,29,090	58,03,361
Do.	Iron					„	823,963	810,586	782,087	26,40,871	56,65,736	55,75,912
Do.	Lead					„	27,061	20,266	18,032	63,87,947	59,70,951	60,10,539
Do.	Quicksilver					lbs.	139,305	107,475	117,453	3,29,843	2,32,310	2,10,078
Do.	Steel					cwts.	978,504	1,177,296	1,445,854	2,53,641	1,86,702	2,05,223
Do.	Tin					„	8,253	6,715	9,730	60,78,688	70,20,613	83,42,823
Do.	Zinc or Spelter					„	29,869	35,677	45,705	7,56,549	6,13,399	9,78,969
Do.	Other sorts					„	9,141	9,384	6,862	4,45,187	5,15,829	7,25,497
Oil Mineral—Kerosine						gallons.	28,584,251	29,405,818	24,113,963	9,48,174	8,94,880	6,58,752
Do.	do. other sorts					„	1,860,139	2,126,899	2,190,001			
Do.	do. Paraffin wax					cwts.	273	257	114	1,25,66,470	1,29,15,536	1,12,77,561
Do.	All other Sorts					gallons.	374,956	223,070	210,268			
Paints and Colours (excluding Painters' Materials)						cwts.	79,476	79,105	82,450			
Paper and Pasteboard						value.	.....	.....	.....	12,17,528	11,72,622	11,93 291
Perfumery, other than Musk						„	.....	.....	.....	28,71,817	26,69,406	26,06,211
Provisions						„	.....	.....	.....	1,61,903	1,56,424	2,12,762
Railway Plant and Rolling Stock						„	.....	.....	.....	76,81,632	63,39,524	80,68,300
Silk—Raw						lbs.	1,759,547	1,411,415	1,344,791	44,78,830	47,23,061	46,55,794
Do.	Piece-Goods (including silk mixed with other materials)					yards	10,450,383	10,701,450	11,103,618	62,96,237	44,31,816	49,65,012
Spices						lbs.	11,822,404	12,699,985	12,784,038	81,99,166	89,00,748	88,87,724
Sugar, refined						cwts.	2,338,206	2,377,271	2,571,398	22,10,088	21,74,702	26,65,472
Tea						lbs.	2,501,065	3,055,215	2,838,529	2,49 33,810	2,35,34,202	2,52,24,640
Tobacco, Cigars, &c.						„	680,703	647,730	676,832	13,70,811	17,29,963	17,30,233
Umbrellas						No	622,257	938,951	1,035,126	7,85,390	8,39,006	9,25,845
Wool—Raw						lbs	2,114 021	1,279,619	1,277,114	6,72,806	9,14,030	10,97,742
Woollen Piece-Goods						yards	8,256 301	5,588,203	7,825,598	5,94,684	3,60,333	3,42,705
All other Articles						value	.....	.....	.....	70,15,796	49,55,074	70,65,447
						Total Value	.....	.....	.....	1,94,06,227	1,95,98,661	2,18,32,555
										28,30,08,154	27,60,44,839	29,91,69,503
Treasure—Gold						Ozs.	703,064	1,141,530	1,746,018	4,31,86,121	6,94,11,091	10,65,40,818
Do.	Silver					„	49,374,353	62,222,274	39,471,969	8,99,52,424	9,95,70,678	7,04,79,358
						Total Treasure	50,082,417	63,366,804	41,217,987	13,31,38,545	16,89,81,679	17,70,20,176
						Grand Total Rs.	.....	.....	.....	41,61,46,699	44,50,26,518	47,61,89,679

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1901-1902 *to* 1903-1904.

ARTICLES.	Quantities.			Value.		
	1901-1902.	1902-1903.	1903-1904.	1901-1902.	1902-1903.	1903-1904.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	3,950	1,879	1,711	Rs. 1,38,043	Rs. 62,395	Rs. 44,993
Coir, unmanufactured and manufactured (excluding Rope) ... ... „	15,385	13,522	9,586	1,33,599	1,41,843	86,354
Cotton—Raw ... ... „	4,445,251	4,330,680	5,648,285	11,25,01,454	10,71,37,582	18,02,33,849
Do. Twist and Yarn ... ... lbs.	246,578,805	228,446,125	236,191,690	8,44,54,372	7,87,89,959	8,29,96,941
Do. Piece-goods ... ... yards.	44,076,939	44,862,475	52,255,638	} 62,72,513	61,52,323	74,75,623
Do. Shawls and Handkerchiefs ... ... No.	146,059	105,132	186,365			
Do. Hosiery, Thread, Net, Canvas, &c. ... value.	.....	.....	.....	4,03,216	4,59,274	4,84,426
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—						
Indigo ... ... cwts.	3,015	2,295	3,557	6,02,107	4,11,317	6,67,463
Myrabollams ... ... „	921,460	954,666	993,839	31,38,393	32,42,015	35,86,706
Other Sorts ... ... „	43,180	51,181	32,747	5,46,333	5,07,093	2,60,316
Grain and Pulse—						
Rice not in the Husk ... ... „	792,274	973,733	817,400	41,37,310	48,04,195	47,87,149
Wheat ... ... „	83,297	390,748	3,600,762	4,49,531	19,27,304	1,60,56,396
Wheat Flour ... ... lbs.	47,045,929	61,938,791	74,702,974	30,29,764	37,09,957	44,67,913
Other sorts ... ... cwts.	317,668	1,367,864	2,531,292	14,25,662	49,40,105	90,82,557
Hides and Skins—						
Hides ... ... No.	158,128	141,857	117,281	9,39,807	8,02,220	6,65,984
Skins ... ... „	3,344,077	3,441,181	3,979,724	48,73,662	50,73,437	58,78,338
Oils ... ...gallons.	240,030	239,532	317,845	9,51,693	8,67,081	9,72,728
Opium ... ... chests.	17,541	19,378	25,422	2,28,16,254	2,50,93,749	3,42,93,730
Provisions ... ... value.	.....	.....	.....	16,85,720	21,77,680	16,74,690
Seeds—						
Linseed... ... ... cwts.	2,144,685	2,086,642	3,078,824	2,01,18,136	1,90,94,686	2,07,46,634
Rape ... ... „	2,987,032	2,409,477	2,744,845	1,98,59,116	1,53,41,719	1,56,74,399
Gingelly ... ... „	1,790,910	3,047,851	2,844,667	1,56,10,235	2,33,97,000	1,86,59,821
Poppy ... ... „	603,367	539,626	778,729	50,00,078	46,69,684	52,62,464
Castor ... ... „	1,163,097	1,339,583	1,337,488	75,52,584	69,19,164	58,55,139
Groundnuts ... ... „	98,208	52,766	91,439	7,67,557	3,86,898	5,96,222

Cotton	,,	1,997,459	3,859,459	2,433,788	45,34,435	98,01,717	59,53,485
Other sorts	,,	712,045	872,937	576,956	40,82,189	26,81,304	34,25,666
Spices	lbs.	7,071,601	8,208,797	9,409,670	19,52,826	23,39,488	23,55,561
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	12,111	7,911	7,375	1,65,613	1,09,431	1,04,973
Do. unrefined (Molasses, Goor, &c.)	,,	12,068	12,926	10,557	1,15,017	1,13,334	95,844
Tea	lbs.	2,870,324	3,743,596	3,217,801	13,56,559	18,52,511	15,72,445
Tobacco, Cigars, &c.	,,	9,165,647	6,811,823	7,026,647	11,41,930	8,62,904	8,81,050
Wool—Raw	,,	10,163,011	12,807,732	17,064,595	46,09,857	60,55,778	77,83,059
Woollen Shawls	No.	1,663	813	921	45,678	29,214	17,163
All other Articles	value.	.....	.....	.....	1,75,14,393	2,09,35,650	1,84,85,586
Total Value Rs. ...		.....	.....	.....	35,29,25,636	36,08,89,861	46,11,35,627
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,501,452	1,300,752	939,968	8,59,615	7,62,848	5,71,106
Do. Piece-goods	yards.	65,447,932	51,054,586	60,770,517	1,21,57,761	96,65,797	1,15,61,468
Do. Shawls and Handkerchiefs	No.	882,209	931,110	781,523			
Do. Hosiery, Thread, Net, Canvas, &c. ...	value.	.....	.....	.....	2,20,327	2,60,128	4,64,522
Gums and Resins (excluding Cutch and Gambier).	cwts.	39,243	42,520	54,715	6,69,845	7,48,737	9,80,527
Ivory, unmanufactured	lbs.	81,365	181,386	125,822	4,56,412	6,78,935	6,16,508
Provisions	value.	.....	.....	.....	14,50,674	14,34,432	18,99,085
Silk—Raw	lbs.	56,709	82,424	65,285	1,42,545	1,48,942	1,34,830
Do. Piece-goods (including silk mixed with other materials)	yards.	822,594	1,077,148	848,490	6,09,725	7,06,216	6,58,521
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	52,083	21,119	29,291	6,14,671	2,27,819	3,02,591
Tea	lbs.	1,248,785	1,604,093	888,510	8,38,695	10,48,373	6,46,446
Wool—Raw	,,	701,400	566,496	313,264	2,52,757	1,62,695	1,18,230
Do. Piece-goods	yards.	260,368	228,041	220,147	2,73,959	2,31,421	2,50,958
All other Articles	value.	.....	.....	.....	67,80,129	66,33,701	83,12,351
Total Value Rs. ...		.....	.....	.....	2,58,27,115	2,27,10,044	2,65,16,638
Grant Total Rs. ...		.....	.....	.....	37,82,52,751	38,35,99,905	48,76,52,265
Treasure—Gold ... ... Ozs ...		571,927	596,820	635,958	3,28,97,305	3,40,81,517	3,61,93,062
Do. Silver ... ... ,, ...		24,871,037	28,734,768	8,520,319	4,44,88,218	4,39,73,200	1,58,88,789
Total Treasure ...		25,442,964	29,331,583	9,156,277	7,73,85,523	7,80,54,717	5,20,81,851
Grand Total Rs. ...		.....	.....	.....	45,56,38,274	46,16,54,622	53,97,34,116

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1902, 1903, and 1904.

Articles.	Quantities.			Value.		
	1902.	1903.	1904.	1902.	1903.	1904.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	11,795	15,817	15,002	45,48,848	59,28,274	49,88,546
Apparel (including Millinery, &c.) ... value.	.....	.....	.....	1,53,23,507	1,66,34,176	1,91,98,598
Arms, Ammunition, &c. ... ... „	.....	.....	.....	25,89,321	26,53,626	26,95,662
Books and Printed Matters ... ... cwts.	23,707	28,581	39,408	27,03,838	26,58,933	30,71,393
Building and Engineering Materials ... value.	.....	.....	.....	23 75,403	26,43,194	33,96,428
Coffee ... ... cwts.	11,911	9,481	7,939	3,36,470	2,56,105	2,41,514
Coal, Coke and Patent Fuel ... ... tons.	219,347	164,140	253,874	41,97,551	30,39,964	45,90,362
Cotton—Raw ... ... cwts.	82,946	24,933	85,567	20,25,144	6,63,701	29,87,460
„ Twist and Yarn ... ... lbs	34,208,791	27,895,604	30,243,097	2,31,59,775	2,03,21,973	2,49,16,928
„ Piece-Goods ... ... yards.	2,091,603,371	2,043,729,781	2,357,790,942	26,96,72,888	27,04,60,144	32,74,18,716
„ Shawls, Hosiery, Thread, &c. ... value.	.....	.....	.....	96,78,109	1,33,65,720	1,80,07,118
Corals, Real ... ... lbs.	305,845	173,536	184,349	6,33,836	4,23,772	4,89,186
Chemicals ... ... value.	.....	.....	.....	56,39,420	56,90,068	59,24,725
Clocks and Watches ... ... No.	371,292	393,997	489,360	16,38,969	16,21,602	18,61,793
Candles ... ... lbs.	3,166,064	2,905,835	3,030,099	9,61,430	9,04,553	9,08,997
Drugs, Medicines and Narcotics ... ... value.	.....	.....	.....	1,07,84,500	1,17,36,394	1,94,70,229
Dyeing and Tanning materials (Alizarine and Aniline dyes) ... ... lbs	8,985,247	11,584,104	10,336,351	66,71,179	79,13,239	69,78,648
„ other sorts ... ... cwts	43,134	39,494	40,283	16,01,724	15,81,874	16,82,919
Earthenware and Porcelain ... ... value.	.....	.....	.....	27,41,557	28,10,729	28,16,241
Flax manufactured and unmanufactured. „	.....	.....	.....	18,76,042	19,86,598	21,07,685
Fruits and Vegetables ... ... „	.....	.....	.....	5,78,917	7,85,150	9,85,850
Gums and Resins ... ... cwts.	134,992	127,569	169,703	13,87,954	13,76,956	19,30,331
Glass ... ... value.	.....	.....	.....	92,37,367	96,76,567	1,10,47,863
Hides and Skins, dressed and undressed—						
Hides ... ... cwts.	7,483	6,005	7,240	3,90,186	3,02,078	3,61,186
Skins ... ... „	30,162	25,084	24,203	17,94,340	16,20,520	16,84,782
Ivory, unmanufactured ... ... lbs.	307,855	294,015	259,193	18,12,598	17,39,669	14,76,022

Instruments and Apparatus	value	.....	.....	.....	56,15,601	73,79,474	70,57,071
Jewellery, Precious Stones, Pearls, &c...	„	.....	.....	.....	1,60,04,250	1,61,71,060	1 06 1,906
Liquors—Ale, Beer and Porter ...	gallons	4,040,058	4,011,256	4,503,429	54,57,991	54,40,045	59,77,272
„ Spirits	„	1,362,092	1,427,286	1,417,646	91,37,719	97,09,700	96 77,358
„ Wines, Liqueurs, &c. ...	„	351,305	345,317	342,142	32,53,314	28,72,748	28,99,696
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	23,76,102	26,02,193	25,70,476
„ Boots and Shoes	pairs	836,756	1,041,012	1,548,837	21,80 564	25,67 364	34,01 349
Metals (excluding Hardware & Cutlery).	tons.	371,961	463,378	539,441	7,56,22,803	8,62,62,288	10,17,80.488
„ Hardware and Cutlery	value.	.....	.....	.....	1,86,33,812	2,27,16,489	2,39 22 120
Machinery and Millwork	„	.....	.....	.....	2,89,22,541	3,09,89,030	4,04,86,714
Matches, Lucifer and other	„	.....	.....	.....	44.82.033	51,44,695	47,91,091
Oil, mineral—Kerosine	gallons	81,970,967	76,355,207	70,591,178	3,03,86,970	3,12,34,648	2,91,77 155
„ „ other kinds	„	6,879,234	7,797,670	8,714,790			
„ „ „	cwts	291	228	184	59,52,467	49,47,575	54,77,733
„ all other kinds	gallons	1,665,884	1,042,085	965,357			
Provisions	value	.....	.....	.....	1,88,70,547	1,89,71,496	2,16,64,115
Paints and Colours	cwts.	229,712	199,972	219,180	32,59,886	31,86.577	33,95,641
Painters' Materials	value.	.....	.....	.....	8,98,121	9,87,663	12,78,291
Paper and Pasteboard	„	.....	.....	.....	53,37,588	49,13 981	61,41,407
Perfumery	„	.....	.....	.....	2,18,711	2,97 844	2,70,388
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,38,16,490	1,46,40,024	1,31,18.599
Salt	tons	497,095	434,584	485,956	68,73,747	61,34,109	70,65,518
Silk, Raw	lbs.	1,826,270	1,868,176	1,939,587	66,24,694	49,57,590	76,20,585
„ Piece-Goods (including goods mixed with other materials)	yards.	17,698,698	21,453,824	24,700,675	1,29,75,820	1 50 65,905	1,69,48,701
Soap	cwts	134,248	140,374	162,151	22,21,819	24 28,557	27,18,038
Spices	lbs.	96,652,926	95,330,476	105,649,564	84 35,380	83,44,920	92,65 883
Stationery (excluding Paper). ...	value.	.....	.....	.....	31,70,054	37,23,654	37,28,197
Sugar and Sugarcandy, Refined ...	cwts.	5,958,068	5,333,682	6,819,772	5,69,64,183	5,92,16,981	6,53,83,208
„ Unrefined and Confectionery ...	„	395,712	394,319	532,330	16,47,590	21,66,237	26,34,980
Tea	lbs.	3,189,671	3,999,619	3,298,183	16,84,360	22,65,298	17,77,406
Toys and Requisites for Games ...	value.	.....	.....	.....	22,42,268	25,51,071	28,12,080
Umbrellas	No.	2,029,393	2,770,568	2,264.066	17,54,692	23,96,411	20,41,850
Wood, Timber	cubic tons.	46,218	58,306	68,852	29,34,105	41,40 899	52,61.368
„ other Sorts, including wooden-ware.	value.	.....	.....	.....	5,18,862	7,72,844	7,31,193
Wool, Raw	lbs.	3,248,406	2,354,736	1,943.518	8,01,075	7,51,363	6,45,086
„ Piece-Goods	yards.	10,982,132	14,295,146	23.653,069	95,83,871	1,25,69,480	1,94,73.698
„ Shawls, Braids, &c.	value.	.....	.....	.....	43,90,486	77,16,434	1,13,04,126
All other Articles	„	.....	.....	.....	3,05,55,409	3,22,02,310	3,73,69,446
Total Value Rs....		.....	.....	.....	78,81,55,790	83,01,34,585	95,47,29,414

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1902, 1903, and 1904.

ARTICLES.	Quantities.			Value.		
	1902.	1903.	1904.	1902.	1903.	1904.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	191,326	347,932	265,669	95,84,290	1,60,38,534	1,34,61,063
Cotton—Raw ... ... „	5,582,893	7,699,068	6,605,682	13,92,28,578	20,64,40,965	22,68,17,006
„ Twist and Yarn ... ... lbs.	251,865,459	277,215,059	213,561,251	8,68,92,412	9,55,53,105	8,24,73,806
„ Piece-Goods ... ... yards.	70,570,705	71,593,913	84,605,366	1,35,81,235	1,39,97,273	1,60,85,712
„ Shawls, Hosiery, &c. ... ... value	.....	.....	.....	12,96,402	14,69,338	16,78,538
Coir, Unmanufactured .. .. cwts.	25,359	26,614	23,470	2,16,700	2,20,179	2,18,977
„ Manufactured (excluding Cordage) „	430,052	458,223	526,036	43,10,246	45,24,142	53,33,979
Dyeing and Colouring Materials—						
Indigo ... ... „	82,586	64,758	61,479	1,70,32,773	1,16,18,454	1,07,02,417
Myrabollams ... ... „	1,250,561	1,096,370	1,201,654	40,98,598	37,04,398	42,67,705
Cutch and Gambier ... ... „	59,661	110,474	85,366	10,70,434	20,43,008	13,75,047
Other sorts ... ... „	159,332	108,569	72,555	12,22,790	7,13,259	4,60,961
Grain and Pulse—						
Rice in the Husk ... ... „	399,186	527,780	472,348	9,39,648	12,11,158	10,77,780
„ not in the Husk ... ... „	39,192,609	45,382,934	49,182,364	15,43,01,278	19,48,43,800	19,58,19,631
Wheat ... ... „	10,599 331	22,905,362	40,250,795	4,65,94,044	9,86,14,957	16,71,84,715
„ Flour ... ... „	682,169	758,131	1,005,164	44,80,629	49,95,782	66,44,499
Other Sorts excluding Rice Flour ... „	3,942,034	5,540,625	7,085,456	1,39,32,863	1,91,13,206	2,41,80,363
Hides and Skins—						
Hides ... ... „	770,497	752,054	824,867	3,49,34,340	3,61,24,989	4,29,77,764
Skins ... ... „	379,525	407,278	489,461	4,52,34,564	4,97,11,091	5,45,18,086
Jute—Raw ... ... „	15,702,955	11,640,847	14,390,534	12,74,14,347	10,09,53,802	12,66,06,121
„ Gunny Bags ... ... No.	242,482,139	210,500,722	200,783,519	4,83,56,307	4,49,70,554	4,69,19,487
„ Cloth ... ... yds.	456,208,128	539,178,204	590,974,291	4,03,14,028	4,71,23,682	5,21,66,092
„ Other Sorts... ... ... value.	.....	.....	.....	6,92,476	5,79,139	7,04,534
Lac—Shell, Button, Stick, &c. ... ... cwts.	202,570	230 920	254 223	1,50,04,810	2,34,65,093	3,44,90,964
Opium ... ...chests.	67,917	72,424	68,712	8,12,79,724	9,64,84,702	10,92,02,120
Oils ... ... { gallons	4,203,244	6,948,423	9,388,198	76,99,959	1,03,72,797	1,03,60,063
{ cwts.	65,041	43,206	42,940			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	68,40,280	62,27,915	65,74,036

Spices ... ... lbs.	26,192,298	33,112,038	37,953,562	59,66,682	78,24,030	87,11,746
Saltpetre ... ... cwts.	390,742	412,593	390,970	40,78,002	43,52,938	39,95,244
Seeds—						
Linseed ... ... cwts.	6,144,898	8,480,506	10,946,622	5,94,81,648	5,86,67,572	6,19,67,490
Rape ... ... ,,	4,728,347	4,151,959	4,966,840	3,02,13,716	2,44,08,074	2,64,78,471
Gingelly ... ... ,,	2,428,453	4,064,938	3,251,784	2,08,56,829	2,98,56,866	2,16,15,605
Poppy ... ... ,,	958,620	1,260,437	1,279,943	82,04,903	84,30,686	73,92,423
Castor ... ... ,,	1,663,416	1,719,951	1,363,652	91,38,858	78,41,976	60,03,837
Groundnuts ... ... ,,	1,174,250	1,370,312	1,684,069	86,36,458	85,98,842	94,13,569
Cotton ... ... ,,	3,127,936	3,717,116	2,304,137	89,34,026	92,27,689	56,93,166
Other Sorts ... ... ,,	529,733	677,524	1,017,374	36,86,805	41,71,816	55,75,591
Silk, Raw ... ... lbs.	1,973,045	1,994,576	1,373,248	66,95,503	68,79,589	48,48,090
,, Piece-Goods (including Silk mixed with other Materials) ... ... yds.	839,628	949,640	738,908	8,57,757	9,67,943	7,54,124
Sugar and Sugarcandy, Refined ... ... cwts.	16,828	14,570	21,689	1,81,415	1,56,293	2,50,065
,, Unrefined (Molasses, Goor, &c.) ... ,,	201,702	184,261	111,085	7,87,173	8,31,718	5,28,005
Tea (including Tea Waste)... ... ... lbs.	182,119,606	209,630,263	212,596,144	7,40,01,244	8,67,25,679	8,58,61,359
Tobacco, Cigars, &c. ... ... ,,	15,956,795	13,142,262	12,244,503	28,53,323	21,94,392	20,17,787
Wood, Teak ... ... cubic tons.	53,114	81,848	46,247	63,26,353	99,38,416	58,89,554
,, Other sorts (including woodenware) value	.....	.....	.....	19,36,913	18,01,728	18,60,124
Wool, Raw ... ... lbs.	24,214,394	34,701,428	37,798,655	1,02,28,391	1,39,86,928	1,80,20,251
,, Manufactures of ... ... value.	.....	.....	.....	23,83,343	28,42,309	24,07,869
All other Articles ... ... ,,	.....	.....	.....	5,11,22,969	5,29,33,515	5,32,60,732
Total Value Rs. ...	.....	.....	.....	1,22,32,15,907	1,43,37,99,321	1,57,43,75,968
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,542,067	1,098,857	1,283,637	9,27,529	6,91,876	8,90,500
,, Piece-Goods ... ... yds.	58,943,453	64,302,425	63,821,296	1,07,77,790	1,17,92,625	1,20,11,099
,, Shawls, Thread, &c. ... ... value.	.....	.....	.....	4,70,435	6,08,173	5,78,647
Ivory, Unmanufactured ... ... lbs.	125,617	118,553	128,604	6,66,573	5,79,962	6,29,298
Metals... ... ... cwts.	191,668	217,287	221,512	11,64,906	21,80,010	15,03,734
Silk, Raw ... ... lbs.	71,306	79,874	62,613	1,32,911	1,56,652	1,38,907
,, Piece-Goods ... ... yds.	1,110,951	876,212	938,137	7,44,412	6,68,815	6,60,750
Spices ... ... lbs.	779,371	1,263,577	838,958	2,08,662	3,25,038	3,08,964
Sugar and Sugarcandy, Refined ... ... cwts.	74,076	47,031	51,795	7,71,433	4,90,730	5,20,386
Tea ... ... lbs	1,292,066	1,204,487	755,115	8,63,042	8,47,009	5,43,701
Wool, Raw ... ... ,,	5,888,783	5,827,575	5,805,434	25,26,266	26,04,256	28,27,557
All other Articles ... ... value.	.....	.....	.....	99,94,625	1,15,45,869	1,29,00,250
Total Value Rs. ...	.....	.....	.....	2,92,38,584	3,24,91,215	3,35,13,783
Grand Total Rs ...	.....	.....	.....	1,25,14,54,491	1,46,62,90,536	1,60,78,89,751

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1902, 1903, and 1904.

ARTICLES.		Quantities.			Value.		
		1902.	1903.	1904.	1902.	1903.	1904.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	60,39,630	64,08,781	70,79,087
Arms, Ammunition, &c.	"	.....	.....	.....	3,44,619	4,68,808	4,22,894
Building and Engineering Materials	"	.....	.....	.....	7,92,441	8,37,369	10,36,118
Cabinetware and Furniture	"	.....	.....	.....	5,34,725	4,92,913	5,26,709
Candles	lbs.	778,916	868,955	813,122	2,47,194	2,76,872	2,58,967
Clocks and Watches	No.	219,581	216,154	253,518	10,30,581	8,81,832	9,47,100
Coal, Coke and Patent Fuel	tons.	192.282	189,957	199,902	35,97,162	25,25,522	36,21,899
Cotton—Twist and Yarn	lbs.	6,156,781	5,520,774	6,652,088	40,91,741	40,17,166	52,91,727
" Piece Goods	yards	474,269,010	510,925,778	601,387,607	6,55,77,912	7,11,78,551	8,93,97,702
" Shawls and Handkerchiefs	No	5,467,701	12,023,511	11,782,719	5,15,977	10,62,474	12,00,663
" Lace, Nets, Hosiery, &c.	value.	.....	.....	.....	24,22,530	30,52,810	46,20,828
Chemical Products and Preparations	"	.....	.....	.....	18,13,409	19,63,846	17,41,976
Drugs and Medicines	"	.....	.....	.....	24,67,137	29,90,738	30,22,085
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes	lbs.	7,133,421	9,205,029	7,932,771	54,44,040	64,64,574	54,83,821
Other sorts	cwts.	8,907	10,602	7,173	8,40,747	9,55 316	9,45,165
Earthenware and Porcelain	value.	.....	.....	.....	9,09,153	9,71,003	9,77,769
Fireworks	"	.....	.....	.....	2,05,797	3,91,487	4,98,788
Glass	"	.....	.....	.....	46,74 649	46,26,146	53,11,602
Gums and Resins	cwts.	67,110	78,023	102,423	9,36,815	9,96,156	14,32,682

Hides and Skins—						
Hides ... ... No.	30,039	33,071	45,651	1,95,308	1,55,912	1,72,221
Skins ... ... „	1,072,255	1,005,053	1,055,378	10,98,060	9,66,326	9,95,615
Instruments and Apparatus ... ... value.	.....	.....	.....	21,33,333	29,10,679	25,23,966
Ivory, unmanufactured ... ... lbs.	300,855	293,336	359,193	18,12,598	17,36 252	14,76,022
Jewellery, Precious Stones, Pearls, &c. ... value.	.....	.....	.....	79,11,071	64,27,241	54,61,411
Leather (including Saddlery, &c.) ... „	.....	.....	.....	13,52,471	13,77,576	13,52 270
„ Boots and Shoes ... ... pairs.	226,888	269,566	532,968	6,80,007	7,81,735	10 84,749
Liquors—Ale, Beer and Porter ... ...gallons	1,494,055	1,361,152	1,575,046	16,26,273	14,76,459	17,29,492
„ Spirits, Wines, &c. ... ... „	491,312	520,454	512,465	38,16,930	39,31,086	39,14,039
Machinery and Millwork ... ... value.	.....	.....	.....	1,03,31,744	1,19,40,751	1,22,08,755
Matches, Lucifer and other ... ... „	.....	.....	.....	13,55,819	15,21,613	15 04,812
Metals (excl ding Hardware & Cutlery). tons.	106,481	114,131	147,020	2,41,78,391	2,65,00,949	3,33,40,600
„ Hardware and Cutlery ... ... value.	.....	.....	.....	64,77,552	82,79,154	83,51,658
Oil, Mineral—Kerosine ... ...gallons	28,024,324	24,320,444	24,263 679	1,01,03,685	1,00,92,134	94,64,266
„ „ other sorts ... ... „	2,304,477	1,942,399	2,029,494			
„ all other sorts ... ... „	231,453	206,320	290,525	15,86,999	13,17,400	15,67,427
„ mineral „ ... ... cwts.	226	148	141			
Paints and Colors (excluding) Painters' Materials) ... ... „	83,628	85,393	79,554	12,03,845	12,36,597	12,23,399
Paper and Pasteboard ... ... value.	.....	.....	.....	27,50,756	24,60,141	30,26 993
Perfumery ... ... „	.....	.....	.....	1,50,174	2,08,913	1,58,993
Provisions ... ... „	.....	.....	.....	66,90,024	72,35,482	87,79,734
Railway Plant and Rolling Stock ... „	.....	.....	.....	40,10,596	43,97,665	30,67,368
Silk, Raw ... ... lbs.	1,581,297	1,146,729	1,675,209	54,41,509	39,99,192	61,89,695
„ Piece Goods (including Silk mixed with other Materials) ... ... yards.	10,555,097	10,396,034	14,073,901	86,13,420	85,73,242	1,08,13,426
„ Goods, other sorts ... ... value.	.....	.....	.....	18,89,384	23,63,388	37,25,052
Spices ... ... lbs.	11,157,154	14,174,919	12,352,390	20,35,144	28,49,503	25,38,954
Sugar, refined & unrefined, & Confectionery cwts.	2,651,038	2,231,035	2,882,221	2,65,78,281	2,25,27,746	2,88,08,697
Tea ... ... lbs.	2,439,495	3,178,627	2,442,719	13,77 392	19,34,096	14,07,598
Tobacco, Cigars, &c. ... ... „	660,258	642,455	675,672	8,63,256	9,07,756	9,31,389
Umbrellas ... ... No.	822,370	1,023,366	653,179	8,05 400	10,60,272	7,06,818
Woollen Piece-Goods ... ... yards.	5,622,323	7,340,041	11,683,373	48,96,144	66,58,206	96,71 608
„ Goods other sorts ... ... value.	.....	.....	.....	10,86,444	14,86,814	21,05,493
All other Articles ... ... „	.....	.....	.....	2,70,58,331	2,60,79,946	3,07,05,276
Total Value Rs. ...	.....	.....	.....	27,28,97,000	28,39,04,081	33,28,15,372

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1902, 1903 and 1904.

ARTICLES.	Quantities.			Value.		
	1902.	1903.	1904.	1902.	1903.	1904.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	2,069	1,813	1,318	70,693	51,603	39,215
Coir, manufactured and unmanufactured (excluding Ropes) ... ... ,,	18,413	10,044	8,685	1,74,953	1,00,770	74,721
Cotton—Raw ... ... ,,	3,973,511	5,616,776	4,671,211	10,04,95,731	15,18,48,666	16,34,33,893
,, Twist and Yarn ... ... lbs.	228,492,826	258,606,553	203,029,328	7,91,91,600	8,94,66,747	7,83,66,812
,, Piece Goods ... ... yards.	44,779,863	49,198,434	57,491,015	61,73,296	68,97,091	82,37,072
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,40,317	5,20,815	3,88,029
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	1,104,559	836,767	988,517	37,09,618	29,82,914	36,03,068
Other sorts ... ... ,,	56,598	41,765	24,257	10,61,327	8,59,188	7,33,813
Grain and Pulse—						
Rice, not in the husk ... ... ,,	1,048,063	787,709	849,839	51,46,251	44,75,425	46,76,900
Wheat ... ... ,,	328,070	3,169,452	5,624,536	16,41,471	1,41,42,040	2,37,09,799
Wheat flour ... ... lbs.	60,047,947	68,478,990	93,005,407	36,45,660	41,41,825	55,79,993
Other sorts ... ... cwts.	850,145	2,468,222	2,811,115	33,00,759	88,71,658	1,04,45,585
Hides and Skins—						
Hides ... ... No.	144,121	117,876	94,852	7,95,247	6,44,779	7,11,830
Skins ... ... ,,	3,124,756	3,952,902	3,875,825	45,40,923	59,00,722	58,17,665
Oils ... ...gallons	238,483	321,138	563,512	8,95,608	9,67,141	12,01,875
Opium ... ...chests.	20,411	23,996	20,610	2,64,77,065	3,19,53,697	3,15,02,137
Seeds—						
Linseed ... ... cwts.	2,110,059	3,048,394	4,107,816	2,03,28,696	2,17,63,644	2,38,92,261

Rape ... ... „	2,776,328	2,776,712	2,223,122	1,79,90,276	1,59,53,201	1,19,82,113
Gingelly ... ... „	1,762,954	3,389,678	2,516,494	1,51,19,365	2,42,05,173	1,59,30,893
Poppy ... ... „	533,450	738,714	760,992	46,37,827	50,72,534	42,75,829
Groundnuts ... ... „	101,700	65,657	80,052	7,98,849	4,49,676	5,15,472
Other sorts ... ... „	4,715,895	5,477,665	3,961,007	1,75,87,581	1,83,29,659	1,42,15,668
Spices ... ... lbs.	7,537,939	8,994,489	8,673,263	21,13,783	28,94,362	20,08,466
Sugar, refined and unrefined ... ... cwts.	21,039	19,503	17,827	2,33,777	2,12,125	1,97,927
Tea ... ... lbs.	3,278,495	3,879,885	2,654,680	15,81,018	19,06,248	12,98,720
Tobacco, Cigars, &c. ... ... „	6,655,930	7,460,240	5,006,384	8,45,171	9,35,051	6,35,702
Wool, Raw ... ... „	11,571,354	15,928,717	19,992,962	55,07,843	74,56,841	1,03,89,092
Woollen Shawls ... ... No.	1,066	884	475	28,654	22,237	11,166
All other articles ... ... value.	.....	.....	.....	2,23,08,389	2,13,85,987	1,98,20,605
Total value Rs. ...	.....	.....	.....	34,68,41,748	44,39,11,819	44,36,96,321
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... *lbs.*	1,359,142	950,218	1,129,228	7,79,730	5,73,299	7,60,659
„ Piece Goods ... ... yds.	52,945,813	58,418,891	57,775,731	98,26,748	1,08,42,832	1,11,02,941
„ Shawls and Handkerchiefs ... No.	969,592	763,707	770,928	1,98,865	1,76,946	1,70,139
„ Lace, Thread, Hosiery, &c. ... value.	.....	.....	.....	2,52,486	4,17,993	4,01,040
Gums and Resins ... ... cwts.	41,864	42,223	65,089	7,34,128	7,30,728	12,08,558
Ivory, unmanufactured ... ... lbs.	125,617	118,553	128,508	6,56,573	5,79,962	6,28,798
Provisions ... ... value.	.....	.....	.....	13,57,441	17,80,712	18,94,118
Silk, Raw ... ... lbs.	70,220	76,614	70,977	1,27,979	1,43,544	1,30,116
„ Piece Goods (including Silk mixed with other materials) ... ... yards.	1,027,289	847,117	907,741	6,86,173	6,31,901	6,39,167
Sugar, refined ... ... cwts.	24,046	25,490	34,839	2,61,779	2,69,972	3,51,541
Tea ... ... lbs.	1,319,102	1,203,815	754,870	8,61,643	8,47,047	5,43,444
Wool, Raw ... ... „	741,888	294,142	146,162	2,36,070	1,12,395	60,485
Woollen Piece Goods ... ... yards.	237,494	215,738	311,790	2,34,887	2,37,584	3,57,999
„ Shawls, &c. ... ... value.	.....	.....	.....	94,431	93,033	1,59,275
All other articles ... ... „	.....	.....	.....	63,39,850	80,99,822	74,36,512
Total value Rs. ...	.....	.....	.....	2,26,48,733	2,55,37,770	2,58,44,792
Grand Total Rs. ...	.....	.....	.....	36,94,90,481	46,94,49,589	46,95,41,113

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1894-95 ...	1,966	401,363	1,819	2,911,794	3,785	3,313,157	1,148	309,932
1895-96 ...	2,021	362,029	1,835	2,949,232	3,856	3,311,261	999	260,689
1896-97 ...	1,890	299,020	1,775	2,877,982	3,665	3,177,002	1,012	233,645
1897-98 ...	1,929	371,147	1,704	2,732,192	3,633	3,103,339	967	250,151
1898-99 ...	1,659	312,382	1,849	2,991,245	3,508	3,303,627	739	192,726
1899-1900 ...	1,374	245,511	1,927	3,167,880	3,301	3,413,391	539	126,851
1900-1901 ...	1,264	167,661	1,792	2,996,434	3,056	3,164,095	565	67,001
1901-1902 ...	1,391	160,444	1,928	3,618,048	3,319	3,778,492	573	59,354
1902-1903 ...	1,287	151,935	2,005	3,900,552	3,292	4,052,487	581	63,371
1903-1904 ...	1,240	128,366	2,159	4,444,205	3,399	4,572,571	681	89,757

CLEAR

1894-95 ...	2,566	654,055	2,066	3,247,475	4,632	3,901,530	530	77,983
1895-96 ...	2,457	547,271	2,066	3,341,190	4,523	3,888,461	424	76,361
1896-97 ...	2,363	456,364	1,926	3,078,441	4,289	3,534,805	495	79,571
1897-98 ...	2,236	517,461	1,930	3,084,919	4,166	3,602,380	482	84,479
1898-99 ...	2,025	466,487	2,337	3,938,474	4,362	4,404,961	303	58,811
1899-1900 ...	1,652	350,143	2,168	3,674,339	3,820	4,024,482	148	34,532
1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	149	19,107
1901-1902 ...	1,572	176,717	2,273	4,394,511	3,845	4,571,228	160	17,253
1902-1903 ...	1,614	191 454	2,541	5,116,048	4,155	5,307,502	240	17,972
1903-1904 ...	1,496	203,101	2,739	5,894,553	4,235	6,097,654	293	14,820

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-
Official Year from 1894-95 *to* 1903-04.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam vessels.	Tons.
381	533,297	1,524	843,229	3,109	711,295	2,200	3,445,091	5,309	4,156,386
371	556,089	1,370	816,778	3,020	622,718	2,206	3,505,321	5,226	4,128,039
339	473,342	1,341	706,987	2,892	532,665	2,114	3,351,324	5,006	3,883,989
375	564,271	1,342	814,422	2,896	621,298	2,079	3,296,463	4,977	3,917,761
648	1,086,833	1,407	1,279,559	2,418	505,108	2,497	4,078,078	4,915	4,583,186
555	930,106	1,094	1,056,957	1,913	372,362	2,482	4,097,986	4,395	4,470,348
611	994,146	1,176	1,061,147	1,829	234,662	2,403	3,990,580	4,232	4,225,242
603	1,117,693	1,176	1,177,047	1,964	219,798	2,531	4,735,741	4,495	4,955,539
688	1,365,783	1,269	1,429,154	1,868	215,306	2,693	5,266,335	4,561	5,481,641
783	1,667,721	1,464	1,757,478	1,921	218,123	2,942	6,111,926	4,863	6,330,049

ED.

106	119,923	636	197,906	3,096	732,038	2,172	3,367,398	5,268	4,099,436
124	133,739	548	210,100	2,881	623,632	2,190	3,474,929	5,071	4,098,561
150	200,220	645	279,791	2,858	535,935	2,076	3,278,661	4,934	3,814,596
136	180,019	618	264,498	2,718	601,940	2,066	3,264,938	4,784	3,866,878
106	74,188	409	127,499	2,328	519,798	2,443	4,012,662	4,771	4,532,460
165	98,421	813	132,656	1,800	384,378	2,333	3,772,760	4,133	4,157,138
160	117,012	308	136,119	1,755	228,938	2,315	3,815,250	4,070	4,044,188
118	81,297	273	98,550	1,782	193,970	2,386	4,475,808	4,118	4,669,778
133	119,445	373	137,417	1,854	209,426	2,674	5,235,493	4,528	5,444,919
139	116,737	432	131,557	1,789	217,921	2,878	6,011,290	4,667	6,229,211

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1894-95 ...	312	46,417	632	1,245,430	944	1,291,847	9	1,559
1895-96 ...	284	36,351	625	1,230,343	909	1,266,694	14	1,801
1896-97 ...	205	32,463	566	1,126,026	771	1,158,489	2	730
1897-98 ..	242	37,020	469	974,940	711	1,011,960	2	145
1898-99 ...	261	39,107	571	1,173,494	832	1,212,601	4	2,895
1899-1900 ...	234	29,928	542	1,160,838	776	1,190,766	7	1,292
1900-1901	255	28,884	510	1,073,868	765	1,102,752	9	1,622
1901-1902 ...	294	32,830	548	1,207,670	842	1,240,500	3	1,770
1902-1903	256	27,890	564	1,256,909	820	1,284,799	4	479
1903-1904 ...	235	24,784	582	1,350,950	817	1,375,734	7	2,591

CLEAR

1894-95 ...	327	44,900	452	897,510	779	942,410	2	107
1895-96 ...	314	36,686	464	936,500	778	973,186	2	333
1896-97 ...	208	26,484	436	873,753	644	900,237	1	1,669
1897-98 ...	241	29,121	374	770,371	615	799,492	5	4,084
1898-99 ...	284	39,049	496	1,057,265	780	1,096,314	1	49
1899-1900 ...	251	29,176	423	949,286	674	978,462	1	55
1900-1901 ...	283	31,230	368	816,885	651	848,115	4	305
1901-1902	252	28,719	437	1,027,714	689	1,056,433	2	213
1902-1903 ...	234	25,205	492	1,182,973	726	1,208,258	...	.....
1903-1904 ...	233	24,392	557	1,364,177	790	1,388,569	...	.....

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1894-95 *to* 1903-04.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
32	55,874	41	57,433	321	47,976	664	1,301,304	985	1,349,280
31	54,145	45	55,946	298	38,152	656	1,284,488	954	1,322,640
12	14,784	14	15,514	207	33,193	578	1,140,810	785	1,174,003
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956
84	165,891	88	168,786	265	42,002	655	1,339,385	920	1,381,387
35	77,135	42	78,427	241	31,220	577	1,237,973	818	1,269,193
30	56,872	39	58,494	264	30,506	540	1,130,740	804	1,161,246
69	147,823	72	149,593	297	34,600	617	1,355,493	914	1,390,093
75	174,864	79	175,343	260	28,369	639	1,431,773	899	1,460,142
99	231,900	106	234,491	242	27,375	681	1,582,850	923	1,610,225

ED.

35	58,962	37	59,069	329	45,007	487	956,472	816	1,001,479
36	59,734	37	60,067	316	37,019	499	996,234	815	1,033,253
54	111,911	55	113,580	209	28,153	490	985,664	699	1,013,817
45	119,171	50	123,205	246	33,155	419	889,542	665	922,697
7	13,624	8	13,673	285	39,098	503	1,070,889	788	1,109,987
15	27,804	16	27,859	252	29,231	438	977,090	690	1,006,321
14	26,812	18	27,117	287	31,535	382	843,697	669	875,232
8	13,912	10	14,125	254	28,932	445	1,041,626	699	1,070,558
18	29,320	18	29,320	234	25,285	510	1,212,293	744	1,237,578
17	25,109	17	25,109	233	24,392	574	1,389,286	807	1,413,678

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTHS.	With Cargoes.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	43	102,964	14	1,664	30	1,914
February	49	128,533	16	1,264	17	1,562
March...	47	114,712	29	2,669	8	722
April	54	126,806	5	694	21	2,075
May	47	110,767	...	...	12	967
June	50	112,028	1	223	...	...
July	43	110,540	1	696	...	...
August	48	117,471	...	...	1	190
September	43	102,249	...	...	2	48
October	50	117,539	18	2,580	23	1,851
November	47	118,290	10	1,296	27	2,722
December	58	144,298	18	1,782	8	781
Total ...	579	1,406,197	112	12,868	149	12,832

CLEAR

January	44	108,355	20	2,787	18	1,817
February	40	100,744	10	229	42	4,627
March	46	112,679	23	2,295	16	1,863
April	52	133,157	18	1,409	7	653
May	51	120,937	5	1,012	8	614
June	54	140,442	...	...	...	...
July	43	106,509	...	...	...	...
August	42	101,945	...	...	4	441
September	35	88,757	...	...	6	693
October	39	96,708	2	278	6	532
November	43	104,798	13	1,707	5	267
December	57	136,574	15	1,642	13	1,314
Total ...	546	1,351,605	106	11,959	125	12,841

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1904.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
8	20,602	5	790	...	...	87	106,542	13	21,392
10	24,426	...	...	...	...	82	131,359	10	24,426
9	19,985	...	...	1	63	84	118,103	10	20,048
6	15,481	...	...	...	...	80	129,575	6	15,481
8	16,361	...	...	...	...	59	111,734	8	16,361
8	22,399	1	599	...	...	51	112,251	9	22,998
11	28,735	...	...	...	...	44	111,236	11	28,725
3	927	...	...	...	...	49	117,661	3	927
1	1,273	...	...	...	...	45	102,297	1	1,273
4	4,180	...	...	...	...	91	121,970	4	4,180
8	13,205	...	...	...	...	84	122,308	8	13,205
23	50,205	1	444	...	...	84	146,861	24	50,649
99	217,769	7	1,833	1	63	840	1,431,897	107	219,665

ED.

5	6,519	...	...	4	140	82	112,959	9	6,669
1	1,935	...	...	...	...	92	106,200	1	1,935
...	...	...	...	...	...	85	116,837	...	...
2	6,444	...	...	...	...	77	135,219	2	6,444
1	2,311	...	...	...	...	64	122,563	1	2,311
...	...	...	...	...	...	54	140,442	...	...
...	...	...	...	...	...	43	106,509	...	...
2	3,122	...	...	...	...	46	102,366	2	3,122
1	758	...	...	1	158	41	89,459	2	916
...	...	...	...	...	...	47	97,518	...	...
1	639	...	...	1	58	61	106,762	2	697
...	...	...	...	1	70	85	139,560	1	70
13	21,728	...	...	7	426	377	1,376,405	20	22,154

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1882	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,618
1893	297,572	14,198	311,770	88,130	399,900	9,159	409,039
1894	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,785
1898	437,645	475	438,120	108,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,487	.....	555,487	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573 700	9,789	583,489

* Compiled from returns received from the Railway Companies.

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1883.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1883	49,048	75,522,939	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164.338	62,813,128
1884	45,432	70,533,605	16,551,054	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,938,074	46,692	77,172,813	17,822,821	223,722	83,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,409,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,668
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21 809,097	348,030	134,622 583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2.679	5,540,421	61,659	94,063,873	21 723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,128,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,419	98,079	137,273,074	32,529,164	496 421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9.854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,263,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	346,503	136,571,588
1901	84,525	136,300,064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,933	642,032	254,317,562
1902	89,216	141,252,169	34,907,243	15,944	24,606,884	1,05,160	165,858,553	41,464,638	674,450	266,698,930
1903	86,838	143,054,079	34,798,444	20,340	32,436,521	1,07,178	175,490,600	43,872,650	725,338	286,920.007
1904	103,730	171,027,232	42,941,062	24,328	37,864,072	1,28,058	208,891,304	52,222.851	580,847	229,480,205

* *N.B.*—The weights have been arrived at by dividing the length in yards, by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893 in 1894 and 1895 by 4·22 and in 1896 to 1904 by 4·00.

Exports of Bombay Manufactured Piece-Goods & Yarns from Bombay Port Only.

1903-1904.

From Official Returns.] [*Year ending 31st March* 1904.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of			
	Millions of [0000's omitted.]			Goods.	Yarns.	Millions of lbs. [0000's omitted].	Per-centage. °/o	[000's omitted.]		Goods.	Yarns.	Total Value in Lakhs of Rupees. [000's omitted.]	Per-centage. °/o
	Yards.	lbs.	lbs.	°/o	°/o			Goods.	Yarns.	°/o	°/o		
Foreign Ports	52·26	*13·06	236·19	18·14	87·77	249·25	73·08	†74·11	829·97	19·54	86·77	‡904·08	67·68
Indian Ports	117·51	*29·38	27·86	40·82	10·35	57·24	16·78	(a) 158·37	102·88	41·75	10·76	(b) 261·25	19·56
Interior by Rail	*118·15	29·54	5·04	41·04	1·88	34·58	10·14	146·88	23·65	38·71	2·47	170·53	12·76
Total Indian ...	235·66	58·92	32·90	81·86	12·23	91·82	26·92	305·25	126·53	80·46	13·23	431·78	32·32
Grand Total ...	287·92	71·98	269·09	100·00	100·00	341·07	100·00	379·36	956·50	100·00	100·00	1,335·86	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa* (reduced from 4·33 yards the basis in years previous to 1895-96).
† Piece-Goods only ; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.,) 79·10 lakhs or
‡ Inclusive of Yarns 909·07 lakhs of rupees.
(*a*) Piece-Goods only : value including all other sorts (Handkerchiefs, shawls &c., &c.,) 166·37 lakhs, or
(*b*) Inclusive of yarns 266·26 lakhs of Rupees.

Exports of Bombay Manufactured Cotton Piece-Goods & Yarns from Bombay Port Only.

1902-1903.

From Official Returns.] [*Year ending 31st March* 1903.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees. (000's omitted.)	Per-centage.
	Millions of (0000's omitted.)			Goods.	Yarn.	Millions of lbs. [0000's omitted.]	Per centage.	(000's omitted)		Goods.	Yarns.		
	Yard.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	44·86	*11·22	228·45	15·53	85·30	239·67	70·47	† 61·13	787·90	16·35	84·79	‡849·03	65·16
Indian Port	119·10	*29·78	35·23	41·22	13·15	65·01	19·12	160·46	127·03	42·98	13·67	287·49	22·06
Interior by Rail...	*125·00	31·25	4·15	43·25	1·55	35·40	10·41	152·21	14·28	40·72	1·54	166·49	12·78
Total Indian ...	244·10	61·03	39·38	84·47	14·70	100·41	29·53	312·67	141·31	83·65	15·21	453·98	34·84
Grand Total ...	288·96	72·25	267·83	100·00	100·00	340·08	100·00	373·80	‡29·21	100·00	100·00	1,303·01	100·00

* Assuming 4 yards to be the equivalent of 1lb. and *vice versa* (reduced from 4·35 yards, the basis in years previous to 1895-96).
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.,) 66·16 lakhs; or
‡ Inclusive of Yarns 854·02 lakhs of Rupees.

Foreign Countries to which Grey Cotton Piece-Goods of Bombay Manufacture have been exported since 1897-98.

From Government Returns.] [*Years ending 31st March.*

Description.	To	In Millions of yards (0000's omitted.)						
		1903-04.	1902-1903.	1901-02.	1900-01.	1899-1900.	1898-99.	1897-98.
T. Cloths	Mozambique	1·20	2·42	1·76	2·34	4·11	3·71	3·72
	Zanzibar	4·19	4·13	3·79	2·43	4·42	5·65	6·39
	Aden	·71	·43	1·47	·45	2·24	2·05	2·53
	China—Hongkong	06	.....	.....	·14	·07	·29	·27
	Do. Treaty Ports*	·07	·18	·19	·23	1·56	1·02	1·34
	Mekran and Sonmiani	·09	·10	·14	·15	·15	·21	·24
	Abyssinia	1 01	·87	·97	2·36	1·80	1·85	·69
	Other Countries	2·04	1·74	1·53	1·43	2·92	2·44	3·05
	Total	9·37	9·87	9·85	9·53	17·27	16.72	17·63
Sheetings	Abyssinia	.....	.....	.....	·03	·01	·03	·10
	Mozambique	.....	·05	01	·01	·03	·06	·75
	Zanzibar	·14	·06	·05	·14	1·61	3·25	3·07
	Aden	·32	·08	·25	·09	·13	·23	·45
	Arabia	·03	·02	·16	05	·17	·36	·64
	China—Treaty Ports*	.....	.....	.....	·08	·11	·03	.....
	Other Countries	.....	·41	·38	·54	·19	·20	·39
	Total	·49	·62	·85	·94	2·25	4·16	5·40
Domestics	Aden	3·28	2·95	3·22	2·02	2 89	3·60	4·96
	Arabia	·15	·02	·09	·08	·12	·11	·11
	Other Countries	·49	·27	·26	·43	·28	·14	·25
	Total	3·92	3·24	3 57	2 53	3·39	3·85	5 32

Drills and Jeans ...	Zanzibar	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Aden	·01	·01	·03	.....	·29	.....	.....	.....	·02
	Other Countries	.....	·01	·02	·08	·09	·02	.....		
	Total ...	·01	·02	·05	·08	·38	·02	·02		
Long Cloths	Abyssinia	1·47	1·27	·71	1·93	·53	1·37	·08		
	Mozambique	4·76	6·40	2·54	2·15	1·03	·88	·60		
	Zanzibar	1·45	1·40	2·61	·60	·86	·23	·41		
	Aden	4·59	2·54	4·51	2·68	3·83	3·55	5·07		
	China - Treaty Ports*	.....	·21	·03	·16	1·60	·26	·08		
	Arabia	·29	·09	·43	·16	·49	·14	·41		
	Persia	·14	·09	·23	·32	·05	·40	·51		
	Straits	·13	·05	·04	·29	·18	·10	·05		
	Turkey-in-Asia	1·57	·96	2·84	1·36	1·89	1·46	1 31		
	Egypt	·59	·93	·37	·69	·67	·71	·17		
	Other Countries	·09	·03	·08	·09	·62	·45	·22		
	Total ...	15·08	13·97	14·39	10·43	11·75	9·55	8·89		
Chudders	Aden	·52	·36	·44	·40	·64	·62	·46		
	Zanzibar	2·66	2 51	2·39	1·90	1·49	1·63	1·89		
	Other Countries	2·72	2·36	1·22	1·29	1·29	1 18	1·04		
	Total ...	5·90	5·23	4·05	3·59	34·2	3·42	3·39		
Dhooties	Aden	·14	·14	·14	·02	·02	·04	·02		
	Other Countries	·35	·22	·15	·22	·14	·22	·12		
	Total ...	·49	·36	·29	·24	·16	·26	·14		
Other Sorts	Total ...	5·10	2·40	1·95	3·96	4·45	1·67	·52		
	Grand Total ...	49·36	35·71	35·00	31·30	48·07	39·65	41·31		

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece-Goods of Bombay manufacture exported to Foreign Ports since 1897-98.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted).						
	1903-04.	1902-03.	1901-02.	1900-1901.	1899-1900.	1898-99.	1897-98.
T. Cloths	9·37	9·87	9·85	9·53	17·27	16·72	17·63
Sheetings	·49	·62	·85	·94	2·25	4·16	5·40
Domestics	3·92	3·24	3·57	2·53	3·39	3·85	5·32
Drills and Jeans ...	·01	·02	·05	·08	·38	·02	·02
Long Cloths ...	15·08	13·97	14·39	10·43	11·75	9·55	8·89
Chudders	5·90	5·23	4·05	3·59	3·42	3·42	3·39
Dhooties	·49	·36	·29	·24	·16	·26	·14
Other Sorts	5·10	2·40	1·95	3·96	4·45	1·67	·52
Total Millions of Yards ...	40·36	35·71	35·00	31·30	43·07	39·65	41·31
Total Lakhs of Rupees ...	51·09	44·02	45·06	38·97	52·36	47·11	49·22

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1896-97.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted.)							
	1903-04.	1902-1903.	1901-1902.	1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.
Mule No. 15s and under	114·16	91·47	116·14	48·56	125·28	95·82	68·62	50·93
„ „ 16s to 24s	119·87	132 10	129·05	63·89	92·92	101·21	100·05	124·44
„ „ 25s to 32s	·59	·33	·29	·27	·16	·17	·13	·18
„ „ 33s to 50s	·29	·13	·04	·14	·03	.....	.....	·15
Total ...	234·91	227·03	245·52	112·86	218·39	197·20	168·80	175·70
Water No. 20s and under	.....	.....	.....	.....	.....	.....	·27	·07
„ „ 21s to 30s	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 31s to 40s	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	.....	.....	.....	.....	.....	.....	·27	·07
Colored Yarns ... Total ...	1·28	1·41	1·06	·97	1·07	·70	·99	·85
Total Yarns ...	236·19	228·44	246·58	113·83	219·46	197·90	170 06	176·62

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1896-97.

From Government Returns.] [*Years ending 31st March.*

Quality.	To.	In Millions of lbs.							
		1903-04	1902-1903	1901-1902	1900-1901	1899 1900	1898-99	1897-98	1896-97
Mule No. 15s and under	Aden	·72	1·12	·76	·63	1·68	·98	1·24	·85
	Japan	.....	.....	.....	.....	·02	.....	.....	.....
	China, Hongkong	51·49	40·74	43·70	34·82	57·29	62·75	48·07	32·99
	China, Treaty Ports*	58·05	49·01	76·19	11·94	65·69	31·18	23·63	16·37
	Other Countries	3·90	3·60	1·49	1·17	·60	·91	·68	·72
	Total	114·16	94·47	116·14	48·56	125·8	95·82	68·62	50·93
16s to 24s	Aden	·63	·60	·67	·42	·51	·50	·58	·45
	Japan	.....	.....	.....	.....	·12	·04	·35	·64
	China, Hongkong	54·65	56·47	53·17	34·17	35·70	49·86	47 74	59·41
	China, Treaty Ports*	57·13	67·87	68·87	23·36	52·98	44·40	46·06	59·44
	Straits	3·03	4·30	3·15	3·05	2·22	3·71	3·16	2·57
	Other Countries	4·43	2·86	3·19	2·39	1·89	2·71	2·16	1·93
	Total	119·87	132·10	129·05	63·89	92·92	101·22	100·05	124·44
Above No. 24s	Total	·88	·46	·33	·41	·19	·16	·14	·33
	Total Mule	234·91	227·03	245·52	112·86	218·39	197·20	168·81	175·70
Water	„ Water	.....	.....	.....	.....	.....	.....	·27	·07
Colored	„ Colored	1·28	1·41	1·06	·97	1·07	·70	·99	·85
	Grand Total	236·19	228·44	246·58	113·83	219·46	197·90	170·07	176·62
	Value in Lakhs of Rs.	829·97	787·89	844·54	401·22	625·46	590·69	591·78	648·92

* Almost entirely to Shanghai.

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1882 to 1904.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	314,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,328,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,393	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,348
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	566,434	33,091	1,754,701	2,586,544	1,704,817	88,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,604,181	3,063,821	2,783,625	748,137
1904	926,295	50,495	3,808,798	2,182,881	2,266,118	5,302,304	958,286

* Including transhipments in Harbour.

COTTON.

RECEIPTS at, and Exports from Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000s omitted.) [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American & '64 Bombay imported cotton	War. In '63 '64 Bombay import. from China.	1884 ...	1,759	1,295	100	1,395	348	1,743
1865 ...	...	1,065	1	1,066			1885 ...	1,139	791	70	861	392	1,253
1866 ...	...	1,187	14	1,201	42	1,243	1886 ...	1,480	1,009	61	1,070	391	1,461
1867 ...	...	1,277	5	1,282	46	1,328	1887 ...	1,703	1,147	40	1,187	454	1,641
1868 ...	...	1,030	48	1,078	47	1,125	1888 ...	1,472	893	58	951	500	1,451
1869 ...	...	1,225	56	1,281	48	1,329	1889 ...	1,851	1,286	46	1,332	565	1,897
1870 ...	...	1,115	50	1,165	49	1,214	1890 ...	2,235	1,488	71	1,559	636	2,195
1871 ...	...	967	39	1,006	50	1,056	1891 ...	2,020	1,070	107	1,177	762	1,939
1872 ...	1,085	1,002	48	1,050	52	1,102	1892 ...	1,770	905	202	1,107	728	1,835
1873 ...	1,151	1,079	34	1,113	53	1,166	1893 ...	1,758	816	169	985	724	1,709
1874 ...	978	917	34	951	67	1,018	1894 ...	1,769	908	159	1,067	731	1,798
1875 ...	1,311	1,192	25	1,217	83	1,300	1895 ...	1,540	525	143	668	815	1,483
1876 ...	1,345	1,285	20	1,305	135	1,440	1896 ...	2,151	800	346	1,146	849	1,995
1877 ...	1,073	980	35	1,015	147	1,162	1897 ...	1,612	603	405	1,008	703	1,711
1878 ...	1,141	920	38	958	161	1,119	1898 ...	1,730	424	409	833	817	1,650
1879 ...	961	800	46	846	204	1,050	1899 ...	2,033	578	520	1,098	951	2,049
1880 ...	832	652	64	716	181	897	1900 ...	988	117	444	561	745	1,306
1881 ...	1,171	874	34	908	220	1,128	1901 ...	1,896	620	340	960	696	1,656
1882 ...	1,832	1,521	87	1,608	277	1,885	1902 ...	2,142	525	732	1,257	987	2,244
1883 ...	1,770	1,335	95	1,430	313	1,743	1903 ...	2,454	921	349	1,270	986	2,256
							1904 ...	2,151	1,036	423	1,459	973	2,432

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904.

From 1st to 31st January 1904.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Soveregins.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	25,65,220	90,000	.....	44,73,069	.....	205,689	25
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	11,753	.....	.....	400	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	9,12,810	50,25,000	.....	2,63,390	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	3,30,000	.....	55,929	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	1,420	32,036	.....
OTHER FOREIGN PORTS	19,666	2,26,522	22,388	1,352	1,20,690	698,694	103
ALL INDIAN PORTS	.....	165	12,619	16,339	1,012	2,561	.....
Total Imports from 1st to 31st January 1904	34,97,696	56,71,687	46,660	48,09,979	1,23,122	9,39,380	128
Imported same time last year ...	2,082,080	57,47,860	1,56,603	90,59,982	83,155	1,79,562	4,330

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 29th February 1904.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	41,89,840	6,91,500	.....	39,94,714	.....	11,621	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	16,013	.....	6,720	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York—	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide,&c.	17,46,643	1,34,35,000	.....	2,22,773	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	3,399	2,07,029	96,835	.....	1,68,224	11,48,483	100
ALL INDIAN PORTS	.....	742	.....	.....	1,380	5,493	.....
Total ...	59,55,895	1,43,24,271	1,03,555	42,17,477	1,69,604	11,65,597	100
Previously Imported	34,97,696	56,71,687	46,660	48,09,979	1,23,122	9,39,380	128
Total Imports from 1st January to 29th February 1904	94,53,591	1,99,95,958	1,50,215	90,27,456	2,92,726	21,04,977	228
Imported same time last year ...	52,20,877	1,67,87,434	2,23,311	1,47,45,410	2,64,181	5,04,683	4,347

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 31st March 1904.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	66,75,140	3,69,000	.....	90,14,814	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	7,500	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	21,99,737	27,00,000	.....	2,23,224	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	9,30,000	.....	48,244	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	14,639	4,75,986	89,581	789	1,90,299	11,29,901	.....
ALL INDIAN PORTS	.....	.....	.....	.....	3,318	6,057	.....
Total ...	88,89,516	44,74,986	97,081	92,87,071	1,93,617	11,35,958	.....
Previously Imported	94,53,591	1,99,95,958	1,50,215	90,27,456	2,92,726	21,04,977	228
Total Imports from 1st January to 31st March 1904	1,83,43,107	2,44,70,944	2,47,296	1,83,14,527	4,86,343	32,40,935	228
Imported same time last year.	94,07,625	2,81,26,936	4,29,692	2,53,51,762	3,61,060	5,44,822	4,349

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 30th April 1904.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	41,20,320	1,72,500	.....	68,29,051	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	15,000	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	7,57,697	19,53,240	.....	2,50,579	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	7,015	8,56,295	3,19,197	4,984	61,489	3,66,961	4
ALL INDIAN PORTS	.....	.....	.....	.....	4,234	10,599	.....
Total.....	48,85,032	29,82,035	3,34,197	70,84,614	65,723	3,77,560	4
Previously Imported	1,83,43,107	244,70,944	2,47,296	183,14,527	4,86,343	32,40,935	228
Total Imports from 1st January to 30th April 1904	2,32,28,139	2,74,52,979	5,81,493	253,99,141	5,52,066	36,18,495	232
Imported same time last year...	1,25,30,400	2,94,44,268	8,36,096	2,99,78,995	4,28,914	6,78,928	5,509

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 31st May 1904.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	31,72,440	1,94,250	.....	80,88,574	.....	4,703	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	30,045	.....	.....	.....	20
UNITED STATES—							
San Francisco and New York ..	.....	.. ...	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide,&c.	7,57,999	46,50,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	13,80,000	.....	15,37,180	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	20,723	5,06,616	1,90,868	.....	23,765	5,81,366	.....
ALL INDIAN PORTS	.....	255	.....	13,524	.....	14,882	.....
Total ...	39,51,162	67,31,121	2,20,913	96,39,278	23,765	6,00,951	20
Previously Imported	2,32,28,139	2,74,52,979	5,81,493	2,53,99,141	5,52,066	36,18,495	232
Total Imports from 1st January to 31st May 1904	2,71,79,301	3,41,84,100	8,02,406	3,50,38,419	5,75,831	42,19,446	252
Imported same time last year ...	1,59,21,742	3,03,45,549	11,35,329	3,63,84,483	5,92,589	7,82,651	5,509

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 30th June 1904.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	25,53,600	4,18,500	.....	23,58,201	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	11,07,516	66,64,650	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	2,59,106	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	6,375	3,96,162	1,60,084	3,531	18,046	3,88,497	.....
ALL INDIAN PORTS	.....	.....	.....	.....	1,603	2,391	.....
Total ...	36,67,491	74,79,312	1,60,084	26,20,838	19,649	3,90,888	.....
Previously Imported	2,71,79,301	3,41,84,100	8,02,406	3,50,38,419	5,75,831	42,19,446	252
Total Imports from 1st January to 30th June 1904	3,08,46,792	4,16,63,412	9,62,490	3,76,59,257	5,95,480	46,10,334	252
Imported same time last year.	2,04,39,449	3,27,11,037	12,07,086	4,05,84,599	7,74,915	8,55,564	5,509

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 31st July 1904.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	35,09,600	3,54,750	.....	31,23,614	.....	2,367	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	14,41,058	3,03,120	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	15,894	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	17,763	.....
OTHER FOREIGN PORTS	5,608	6,40,330	1,96,451	8,169	1,36,221	3,36,526	.....
ALL INDIAN PORTS	.....	.....	.....	.....	1,018	1,300	.....
Total ...	50,56,266	12,98,200	1,96,451	31,47,677	1,37,239	3,57,946	.....
Previously Imported	3,08,46,792	4,16,63,412	9,62,490	3,76,59,257	5,95,480	46,10,334	252
Total Imports from 1st January to 31st July 1904	3,59,03,058	4,29,61,612	11,58,941	4,08,06,934	7,32,719	49,68,280	252
Imported same time last year	2,34,19,664	3,72,13,571	12,69,590	4,40,25,297	8,27,533	9,11,329	5,519

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 31st August 1904.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	32,94,720	2,46,750	16	59,05,480	.....	3,931	5
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	81,569	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	22,77,699	32,27,025	.....	1,82,210	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	3,78,265	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	3,17,993	.....	4,373	.....
OTHER FOREIGN PORTS	49,938	3,79,303	2,23,458	18,37,880	3,18,719	1,61,934	.....
ALL INDIAN PORTS	.....	.....	.....	.....	.....	1,500	.....
Total ...	56,22,357	38,53,078	3,05,043	86,21,828	3,18,719	1,71,738	5
Previously Imported	3,59,03,058	4,29,61,612	11,58,941	4,08,06,934	7,32,719	49,68,280	252
Total Imports from 1st January to 31st August 1904	4,15,25,415	4,68,14,690	14,63,984	4,94,28,762	10,51,438	51,40,018	257
Imported same time last year ...	2,57,84,359	4,82,83,735	13,49,674	4,77,74,171	9,03,499	15,41,598	5,519

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 30th September 1904.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	67,54,400	4,57,500	.....	34,18,474	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	15,000	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ..	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	15,16,887	6,03,300	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	5,39,252	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	6,950	2,20,709	56,558	50,711	2,00,410	2,59,336	
ALL INDIAN PORTS	.....	.....	.....	.....	.....	17,400	.....
Total ...	82,78,237	12,81,509	71,558	40,08,437	2,00,410	2,76,736	.....
Previously Imported	4,15,25,415	4,68,14,690	14,63,984	4,94,28,762	10,51,428	51,40,018	257
Total Imports from 1st January to 30th September 1904	4,98,03,652	4,80,96,199	15,35,542	5,34,37,199	12,51,838	54,16,754	257
Imported same time last year ..	2,88,41,309	4,99,92,384	14,40,626	5,40,85,499	9,91,216	15,82,913	5,519

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 31st October 1904.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	41,77,930	4,89,000	.....	19,72,807	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marselles, &c.	.....	.....	65,402	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide,&c.	8,00,707	3,84,825	.....	89,731	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	3,608	7,87,882	67,238	50,321	50,256	1,12,716	.....
ALL INDIAN PORTS	.....	975	.....	.....	17,165	63,790	.....
Total ...	49,82,235	16,62,682	1,32,640	21,12,859	1,07,421	1,76,506	.....
Previously Imported	4,98,03,652	4,80,96,199	15,35,542	5,34,37,199	12,51,848	54,16,754	257
Total Imports from 1st January to 31st October 1904...	5,47,85,887	4,97,58,881	16,68,182	5,55,50,058	13,59,269	55,93,260	257
Imported same time last year.	3,24,41,754	5,31,11,416	14,78,176	5,94,96,707	12,64,400	17,46,391	5,574

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 30th November 1904.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	25,49,760	5,02,500	1,732	19,16,831	.....	3,974	10
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	210	36,994	.....	.....	459	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	9,06,869	43,60,875	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	1,65,000	.....	2,88,662	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	22,150	3,29,322	1,50,615	13,679	3,48,441	3,96,976	.....
ALL INDIAN PORTS	.....	.....	.....	3,420	15,345	73,039	.....
Total ...	34,78,779	53,57,907	1,89,341	22,22,582	3,63,786	4,74,448	10
Previously Imported	5,47,85,887	4,97,58,881	16,68,182	5,55,50,058	13,59,269	55,93,260	257
Total Imports from 1st January to 30th November 1904	5,82,64,666	5,51,16,788	18,57,523	5,77,72,640	17,23,055	60,67,708	267
Imported same time last year ...	3,63,74,383	5,48,69,489	15,46,821	6,47,91,708	14,61,156	20,02,150	5,609

Total Imports of Treasure from Foreign Countries and Indian Ports into Bombay during the year 1904—*contd.*

From 1st to 31st December 1904.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	29,64,480	3,60,000	.....	43,87,661	.....	665	.....
CONTINENT OF EUROPE— ...							
Trieste, Marseilles, &c.	.....	.....	10,800	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c	12,45,889	51,11,025	.....	3,85,102	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	6,000	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	7,803	1,46,122	57,802	4,616	4,29,297	3,32,900	.....
ALL INDIAN PORTS...	.....	.....	.....	.....	8,334	96,055	.....
Total ...	42,18,172	56,23,147	68,602	47,77,379	4,37,631	4,29,620	.....
Previously Imported ...	5,82,64,666	5,51,16,788	18,57,523	5,77,72,640	17,23,055	60,67,708	267
Total Imports from 1st January to 31st December 1904	6,24,82,838	6,07,39,935	19,26,125	6,25,50,019	21,60,686	64,97,328	267
Imported same time last year ...	4,08,77,550	5,87,02,491	16,23,550	7,06,98,885	15,38,706	26,73,397	5,649

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904.

From 1st to 31st January 1904.

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	30,02,764	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York... ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai... ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	.....	.....	.....	3,00,000	.....
ALL INDIAN PORTS...	.....	.....	.....	45,157	.....	1,71,264	.....
Total Exports from 1st to 31st January 1904	30,02,764	.....	.....	45,157	.....	4,71,264	.....
Exported same time last year...	26,86,152	300	7,485	24,663	7,83,326	13,29 500	3,215

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*

From 1st to 29th February 1904.

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	31,04,918	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	14,23,600	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	15,000	12,699	2,176	.....	.....	.....
ALL INDIAN PORTS	.....	.....	1,575	38,533	1,380	1,59,700	990
Total ...	31,04,918	15,000	14,274	14,64,309	1,380	1,59,700	990
Previously Exported ...	30,02,764	.....	.....	45,157	.....	4,71,264	.....
Total Exports from 1st January to 29th February 1904	61,07,682	15,000	14,274	15,09,466	1,380	6,30,964	990
Exported same time last year...	44,04,136	300	8,670	28,661	63,78,360	21,90,700	4,067

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*

From 1st to 31st March 1904.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	28,39,217	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c. ...	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melborne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	25,03,360	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	23,995	.....	.....	1,61,001	.....
ALL INDIAN PORTS	.....	.....	.....	10,636	.....	1,10,800	140
Total ...	28,39,217	.....	23,995	25,13,996	.....	2,71,801	140
Previously Exported ...	61,07,682	15,000	14,274	15,09,466	1,380	6,30,964	990
Total Exports from 1st January to 31st March 1904	89,46,899	15,000	38,269	40,23,462	1,380	9,02,765	1,130
Exported same time last year...	82,52,911	1,50,300	9,210	79,655	83,34,373	31,99,500	4,587

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*
From 1st to 30th April 1904.

FROM.	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	28,36,438	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore ...	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	13,747	.....	.....	5,00,000	.....
ALL INDIAN PORTS	.....	2,460	.....	13,280	418	1,42,380	280
Total ...	28,36,438	2,460	13,747	13,280	418	6,42,380	280
Previously Exported ...	89,46,899	15,000	38,269	40,23,462	1,380	9,02,765	1,130
Total Exports from 1st January to 30th April 1904	1,17,83,337	17,460	52,016	40,36,742	1,798	15,45,145	1,410
Exported same time last year ...	1,09,90,052	4,50,759	12,210	96,254	1,03,58,404	43,69,500	5,307

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*

From 1st to 31st May 1904.

To	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	30,88,425	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	8,27,872	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	19,500	3,050	1,804	804	2,98,600	250
ALL INDIAN PORTS...	.....	450	.....	3,129	540	4,67,500	.....
Total... ...	30,88,425	19,950	3,050	4,933	8,29,216	7,66,100	250
Previously Exported ...	1,17,83,337	17,460	52,016	40,36,742	1,798	15,45,145	1,410
Total Exports from 1st January to 31st May 1904	1,48,71,762	37,410	55,066	40,41,675	8,31,014	23,11,245	1,660
Exported same time last year...	1,36,04,121	4,80,750	12,660	99,736	1,25,85,512	47,78,500	5,307

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*

From 1st to 30th June 1904.

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,79,621	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	235	1,500	35,751	750	.....	1,64,000	.....
ALL INDIAN PORTS	.....	.....	.....	.....	.....	4,02,000	.....
Total ...	27,79,856	1,500	35,751	750	.....	5,66,000	.....
Previously Exported ...	1,48,71,762	37,410	55,066	40,41,675	8,31,014	23,11,245	1,660
Total Exports from 1st January to 30th June 1904	1,76,51,618	38,910	90,817	40,42,425	8,31,014	28,77,245	1,660
Exported same time last year...	1,66,49,032	5,20,500	25,625	1,00,086	1,25,86,812	56,43,500	5,307

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*

From 1st to 31st July 1904.

To	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,88,860	... ..	... ..	.....	.....	.. ...	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c. ..	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	... ..	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	35,750	.....	.....	5,08,850	.....
ALL INDIAN PORTS	.....	.....	.....	.....	.....	.....	.....
Total ...	27,88,860	... ..	35,750	.....	.....	5,08,850	.....
Previously Exported ...	1,76,51,618	38,910	90,817	40,42,425	8,31,014	28,77,245	1,660
Total Exports from 1st January to 31st July 1904	2,04,40,478	38,910	1,26,567	40,42,425	8,31,014	33,86,095	1,660
Exported same time last year ...	1,94,05,986	5,20,500	45,629	1,02,030	1,31,64,175	66,32,000	5,307

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*

From 1st to 31st August 1904.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	32,00,323	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	9,00,000	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	93,982	2,135	900	15,01,000	2,087
ALL INDIAN PORTS	.....	.....	.....	8,186	.....	2,500	.....
Total ...	32,00,323	9,00,000	93,982	10,321	900	15,03,500	2,087
Previously Exported ...	2,04,40,478	38,910	1,26,567	40,42,425	8,31,014	33,86,095	1,660
Total Exports from 1st January to 31st August 1904...	2,36,40,801	9,38,910	2,20,549	40,52,746	8,31,914	48,89,595	3,747
Exported same time last year...	3,23,21,125	5,33,950	81,129	1,26,164	1,84,64,905	70,84,200	5,307

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*

From 1st to 30th September 1904.

To	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin,
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,32,893	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	50,608	.....	.....	22,24,000	.....
ALL INDIAN PORTS	.....	.....	.....	28,202	.....	16,500	.....
Total ...	27,32,893	.....	50,608	28,202	.....	22,40,500	.....
Previously Exported ...	2,36,40,801	9,38,910	2,20,549	40,52,746	8,31,914	48,89,595	3,747
Total Exports from 1st January to 30th September 1904	2,63,73,694	9,38,910	2,71,157	40,80,948	8,31,914	71,30,095	3,747
Exported same time last year ...	2,53,58,134	8,64,450	95,258	1,50,087	1,36,27,103	83,09,800	5,307

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*

From 1st to 31st October 1904.

To	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereign and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	28,18,668	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	400
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	1,80,000	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	18,900	15,475	2,200	.....	13,88,200	.....
ALL INDIAN PORTS	.....	235	.....	1,236	250	54,800	.....
Total ...	28,18,668	1,99,125	15,475	3,436	250	14,38,000	400
Previously Exported ...	2,63,73,694	9,38,910	2,71,157	40,80,948	8,31,914	71,50,095	3,747
Total Exports from 1st January to 31st October 1904...	2,91,92,362	11,38,035	2,86,632	40,84,384	8,32,164	85,68,095	4,147
Exported same time last year ...	2,83,64,723	8,64,450	1,03,658	1,55,678	1,48,30,064	89,13,800	5,507

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*contd.*

From 1st to 30th November 1904.

TO	GOLD.			SILVER.			
	Bullion	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	32,75,212	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	14,000	.....	.....	1,50,000	.....
ALL INDIAN PORTS	.....	900	.....	1,795	280	64,300	.....
Total ...	32,75,212	900	14,000	1,795	280	2,14,300	.....
Previously Exported ...	2,91,92,362	11,38,035	2,86,632	40,84,384	8,32,164	85,68,095	4,147
Total Exports from 1st January to 30th November 1904	3,24,67,574	11,38,935	3,00,632	40,86,179	8,32,444	87,82,395	4,147
Exported same time last year ...	3,13,93,761	11,00,476	1,29,265	1,66,654	1,48,30,624	91,01,950	5,507

Total Exports of Treasure to Foreign Countries and Indian Ports from Bombay during the year 1904—*concld.*

From 1st to 31st December 1904.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,37,709	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	.....	3,780	.....	.....	52,000	.....
ALL INDIAN PORTS	.....	3,060	1,230	10,704	140	5,65,100	150
Total ...	27,37,709	3,060	5,010	10,704	140	6,17,100	150
Previously Exported ...	3,31,67,574	11,38,935	3,00,632	40,86,179	8,32,444	87,82,395	4,147
Total Exports from 1st January to 31st December 1904	3,52,05,283	11,41,995	3,05,642	40,96,883	8,32,584	93,99,495	4,297
Exported same time last year ...	3,43,09,381	11,37,976	1,63,246	1,87,378	1,48,31,752	96,05,340	6,031

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year

QUOTATIONS.	Week ending 8th January.	Week ending 15th January.	Week ending 22nd January.	Week ending 29th January.	Week ending 5th February.	Week ending 12th February.	Week ending 19th February.	Week ending 26th February.	Week ending 4th March.	Week ending 11th March.	Week ending 18th March.	Week ending 24th March.	Week ending 31st March.	Week ending 8th April.	Week ending 15th April.	Week ending 22nd April.	Week ending 29th April.	Week ending 6th May.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills Telegraphic Transfer	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/8 to 5/32d.	1s. 4 1/8d.	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.
" " Sight.	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 8/16d.	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
" " " 3 months' "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
First Class Credit " 3 " "	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 1/2d.	1s. 4 13/32d.	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 9/32d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
" " " 6 " "	1s. 4 1/2d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 17/32d.	1s. 4 1/2d.	1s. 4 15/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 13/32d.	.....	.....	.....	.....	.....	.....
Documents " 3 " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " 6 " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Paris Francs Mercantile Bills 3 " "	1-71 1/2	1-71 1/2	1-71 1/2	1-71 3/4	1-71 3/4	1-72 1/4	1-72 1/4	1-71 3/4	1-71	1-71	1-70 1/4	1-70 1/4	1-70 3/4	1-70 1/2	1-70 1/2	1-70 1/4	1-70 1/4	1-70 1/4
On Calcutta Bank Telegraphic Transfer ...	100	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100	100 1/32	100	100	100 1/32	100 1/32	100
China Mercantile Bills, 30 days' Sight. { per 100 Dollars. " 100 Taels. " 100 Yens.	Rs. a. p. H. 129 0 0 S. 179 0 0 J. 147 8 0	Rs. a. p. H. 136 0 0 S. 189 0 0 J. 147 0 0	Rs. a. p. H. 131 0 0 S. 185 0 0 J. 146 8 0	Rs. a. p. H. 129 0 0 S. 179 0 0 J. 146 8 0	Rs. a. p. H. 130 0 0 S. 180 0 0 J. 145 8 0	Rs. a. p. H. 136 0 0 S. 189 0 0 J. 146 0 0	Rs. a. p. H. 129 0 0 S. 189 0 0 J. 145 8 0	Rs. a. p. H. 134 4 0 S. 189 0 0 J. 145 0 0	Rs. a. p. H. 134 4 0 S. 190 0 0 J. 145 0 0	Rs. a. p. H. 135 0 0 S. 190 0 0 J. 145 0 0	Rs. a. p. H. 134 0 0 S. 185 0 0 J. 145 0 0	Rs. a. p. H. 133 0 0 S. 181 0 0 J. 145 0 0	Rs. a. p. H. 129 8 0 S. 181 0 0 J. 145 0 0	Rs. a. p. H. 129 8 0 S. 174 0 0 J. 145 0 0	Rs. a. p. H. 129 8 0 S. 174 0 0 J. 145 0 0	Rs. a. p. H. 129 0 0 S. 175 0 0 J. 146 0 0	Rs. a. p. H. 130 0 0 S. 180 0 0 J. 146 0 0	Rs. a. p. H. 129 0 0 S. 178 0 0 J. 146 0 0
English Bar Gold, 100 touch (per tola) ...	24 0 6	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 2 0	24 2 0	24 2 0	24 [illegible]	24 1 3	24 1 3	24 1 3	24 1 3	24 1 6	24 1 6
Sovereigns	15 1 3	15 1 6	15 2 0	15 3 0	15 3 0	15 4 0	15 4 0	15 3 6	15 3 6	15 3 6	15 3 6	15 [illegible]	15 2 6	15 2 6	15 2 6	15 2 4	15 2 6	15 2 6
Bar Silver	66 5 0 Rdy. 66 12 0 Fwd.	69 14 0 Rdy. 69 4 0 Fwd.	67 0 0 Rdy. 66 10 0 Fwd.	65 8 0 Rdy. 65 0 0 Fwd.	65 11 0 Rdy. 65 7 0 Fwd.	68 10 0 Rdy. 68 4 0 Fwd.	68 14 0 Rdy. 68 14 0 Fwd.	67 4 0 Rdy. 67 8 0 Fwd.	67 14 0 Rdy. 67 14 0 Fwd.	67 10 0 Rdy. 67 6 0 Fwd.	66 12 0 Rdy. 66 12 0 Fwd.	65 [illegible] Rdy. 65 [illegible] Fwd.	65 6 0 Rdy. 65 0 0 Fwd.	64 12 0 Rdy. 63 12 0 Fwd.	62 13 0 Rdy. 62 13 0 Fwd.	65 4 Rdy. 63 14 0 Fwd.	66 8 0 Rdy. 64 6 0 Fwd.	64 8 0 Rdy. 63 14 0 Fwd.
RATES OF DISCOUNT.																		
Bank Rate of Discount on Private Bills, 60 days' Sight	7 to 8 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 to 8 per cent.	7 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.	6 per [illegible]	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	6 per cent.	6 "	6 "	6 "	6 "	7 "	7 "	6 "	6 "	5 "	5 "	5 [illegible]	5 "	5 "	5 "	5 "	5 "	5 "
Rate of Interest in the open Market on Government Paper	5 "	4 "	5 "	5 "	5 "	7 "	6 "	5 "	4 "	4 "	4 "	4 [illegible]	4 "	3½ "	4 "	3½ "	3½ "	3 "
GOVERNMENT SECURITIES.																		
Three-and-a-half per cent.	Rs. 95 0 0	Rs. 95 14 0	Rs. 95 10 0	Rs. 95 15 0	Rs. 95 14 0	Rs. 95 3 0	Rs. 95 11 0	Rs. 96 4 0	Rs. 97 1 0	Rs. 97 15 0	Rs. 98 12 0	Rs. 98 [illegible]	Rs. 97 15 0	Rs. 97 12 0	Rs. 98 0 0	Rs. 98 3 0	Rs. 98 1 0	Rs. 98 10 0
Three per cent.	" 85 0 0	" 85 0 9	" 85 0 0	" 85 0 0	" 85 0 0	" 85 0 0	" 85 0 0	" 85 0 0	" 85 0 0	" 85 0 0	" 85 8 0	" 85 [illegible]	" 85 8 0	" 85 8 0	" 85 8 0	" 85 8 0	" 85 8 0	" 85 8 6
Government Paper enfaced for London ...	" 1,22,400	Nil	" 800	" 47,000	" 600	" 5,500	" 11,500	" 58,600	Nil	" 19.000	Nil.	" 50,000	" 5,000	Nil	" 6,100	Nil	" 1,000	" 42,000
Government Paper enfaced Bombay	" 18,000	Nil	Nil	Nil	Nil	" 2,50,000	" 1,000	" 25,000	Nil	" 1,90,000	Rs. 25,000	" 40,60[illegible]	" 1,50,000	Rs. 2,74,900	" 7,000	Rs. 6,000	" 3,00,100	Nil
EXPORTS.																		
PIECE GOODS—																		
7lbs. 33in. 37½ yds (per piece) ...	Rs. 3 7 0	Rs. 3 7 6	3 9 0	Rs. 3 9 0	Rs. 3 11 0	Rs. 3 10 0	Rs. 3 10 0	Rs. 3 10 6	Rs. 3 10 6	Rs. 3 11 0	Rs. 3 12 0	Rs. 3 [illegible]	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 6	Rs. 3 13 0	Rs. 3 14 6	Rs. 3 14 6
9lbs. 38in 37½ to 3[illegible] " " "	" 4 7 0	" 4 7 6	" 4 9 0	" 4 9 0	" 4 11 0	" 4 10 0	" 4 10 0	Av. 12	" 4 10 6	" 4 11 0	" 4 12 0	" 4 [illegible]	" 4 12 0	As. 12½ 10⅝	" 4 12 6	" 4 13 0	" 4 15 0	As. 12½
No. 40s Mule Twist (100 lbs.)	As. 9½ to 10	As. 9⅝ to 10½	12	As. 12	As. 12	As. 12	As. 12	As. 12½	As. 12½	As. 12½	As. 12½	As. 12½ 10⅝	Rs. 53 4 0	" 10⅝ to 10⅞	" 10⅝ to 10⅞	" 10⅝ to 10⅞	" 10½ to 11	" 10½ to 11
No. 30s Water " (")	" 9⅝ to 10⅜	" 9⅝ to 10½	10 to 10½	" 10 to 10½	" 10 to 10½	" 10 to 10½	" 10 to 10½	" 10 to 10½	" 10½ to 10⅝	" 10½ to 10⅝	" 10½ to 10⅝	" 10[illegible]	" 45 12 0	" 10⅝ to 10⅞	" 10⅝ to 10⅞	" 10⅝ to 10⅞	" 10⅝ to 10⅞	" 10⅝ to 10⅞
Copper Braziers (in bundles) per cwt. ...	Rs. 54 4 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 53 14 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 53 12 0	Rs. 53 8 0	Rs. 53 6 0	Rs. 53 7 0	Rs. 53 6 0	Rs. 53 [illegible]	Rs. 53 8 0	Rs. 53 10 0	Rs. 53 10 0	Rs. 53 8 0	Rs. 53 4 0	Rs. 53 4 0
Yellow Metal (")	" 47 0 0	" 46 12 0	" 46 12 0	" 46 12 0	" 46 8 0	" 46 0 0	" 45 12 0	" 45 12 0	" 45 12 0	" 45 12 0	" 45 10 0	" 45 [illegible]	" 45 12 0	" 45 12 0	" 45 10 0	" 45 10 0	" 45 8 0	" 45 8 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.) ...	" 33 0 0	" 32 8 0	" 32 8 0	" 32 0 0	" 31 8 0	" 31 0 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 31-0-0	" 31 8 0	" 31 8 0	" 31 8 0	" 31-0-0 to 31-8-0	" 31 8 0	" 31 8 0
Basic Steel " (" ") ...	" 33 0 0	" 32 8 0	" 32 8 0	" 32 0 0	" 31 8 0	" 31 0 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 [illegible]	" 30 8 0	" 31 8 0	" 31 8 0	" 30 8 0	" 30 8 0	" 30 8 0
Swedish Bar Iron " (" ") ...	" 53 0 0	" 54 0 0	55-0-0 to 55-8-0	" 52-0-0 to 53-8-0	" 54 0 0	" Nominal.	" Nominal.	" 51-0-0 to 52-0-0	" 51-0-0 to 52-0-0	" 51-0-0 to 52-0-0	" 51-0-0 to 52-0-0	" 51-0 [illegible]	" 52 8 0	" 52 0 0	" 52 0 0	" 51-0-0 to 52-0-0	" 51 8 0	" 51 8 0
Sugar Ordinary Crystals (beet) per cwt. Ex. Godown.	" 9 12 0	" 9 12 0	" 9 [illegible] 0	" 9 6 0	" 9 6 0	" 10 0 0	" 10 0 0	" 10 0 0	" 10 2 0	" 10 0 0	" 9 [illegible] 0	" 9 [illegible] 0	" 9 8 0	" 9 11 0	" 9 14 0	" 10 1 0	" 10 1 0	" 10 2 0
Do. Mauritius Ordinary Grains "	" 9 4 0	" 9 2 0	" 9 2 0	" 9 0 0	" 8 13 0	" 9 6 0	" 9 0 0	" 9 6 0	" 9 4 0	" 9 4 0	" 9 4 0	" 9 [illegible] 0	" 9 4 0	" 9 4 0	" 9 4 0	" 9 8 0	" 9 8 0	" 9 8 0
Do. China Best Soft White "	" 11 8 0	" 11 8 0	" 11 8 0	" 11 7 0	" 11 0 0	" 10 8 0	" 10 0 0	" 11 4 0	" 11 4 0	" 10 14 0	" 10 13 0	" 10 [illegible]	" 10 14 0	" 10 12 0	" 10 4 0	" 10 4 0	" 10 4 0	" 10 4 0
Davison's West Hartley Coal (per ton) alongside.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cardiff " " ...	Rs. 18 [illegible] 0 Fwd.	Rs. 18 8 0 Fwd.	12 0 Fwd.	Rs. 17 8 0 Fwd.	Rs. 17 12 0 Fwd.	Rs. 18 0 0 Fwd.	Rs. 17 [illegible] Fwd.	Rs. 17 4 0 Fwd.	Rs. 18 0 0 Fwd.	.....	Rs. 18 0 0 Fwd.	Rs. 18 [illegible] Fwd.	Rs. 18 0 0 Fwd.	Rs. 18 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.
Japan " " ...	.....	.....	0 Rdy.	.....	.....	.....	[illegible] Rdy.	.....	.....	.....	.....	[illegible] Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 8 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Rdy.
Deshargur (Belgaum) " " ...	Rs. 11 10 0 Rdy.	Rs. 11 12 0 Rdy.	0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 [illegible] Fwd.	Rs. 10 12 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.
Muir's Navigation (Bengal) " " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tardine's " " ...	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Rdy.	0 Fwd.	Rs. 10 12 0 Fwd.	Rs. 10 12 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Rdy.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 [illegible]	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd.
Seebpore " " ...	" 11 8 0 "	" 11 4 0 "	4 0 Rdy.	" 11 4 0 "	" 11 4 0 "	" 11 12 0 "	" 11 8 0 "	" 11 4 0 "	" 11 4 0 "	" 11 0 0 "	.....	" 11 [illegible]	" 11 4 0 "	" 11 8 0 "	" 11 8 0 "	" 11 4 0 "	" 11 4 0 "	" 11 4 0 "
Singarini " " Rail Dely.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Opium (Malwa) per chest, Old ...	Rs. 1,375	Rs. 1,435	Rs. 1,465	Rs. 1,425	Rs. 1,475	Rs. 1,475	Rs. 1,475	Rs. 1,475	Rs. 1,480	Rs. 1,475	Rs. 1,485	Rs. 1,4[illegible]	Rs. 1,475	Rs. 1,525	Rs. 1,475	Rs. 1,650 Rdy.	Rs. 1,675	Rs. 3 15 6 Rdy.
" " New ...	" 1,305	" 1,365	" 1,375	" 1,225	" 1,375	" 1,375	" 1,375	" 1,375	" 1,365	" 1,375	" 1,375	" 1,[illegible]	" 1,375	" 1,375	" 1,375	" 1,450	" 1,480	" 1,260
FREIGHTS.																		
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
Liverpool—Cotton (per ton of 40 feet) ...	£ s. d. 0 13 6	£ s. d. 0 14 6	£ s. d. 0 15 6	£ s. d. 0 16 0	£ s. d. 0 16 6	£ s. d. 0 17 6	£ s. d. 0 16 6	£ s. d. 0 17 0	£ s. d. 0 16 6	£ s. d. 0 16 6	£ s. d. 0 16 6	£ s. d. 0 17 [illegible]	£ s. d. 0 16 0	£ s. d. 0 16 0	£ s. d. 0 16 0	£ s. d. 0 14 0	£ s. d. 0 14 0	£ s. d. 0 14 0
" Seeds and Wheat ...	0 13 6	0 14 6	0 15 6	0 16 0	0 16 6	0 17 6	0 16 6	0 17 0	0 16 6	0 16 6	0 16 6	0 17 [illegible]	0 16 0	0 16 0	0 16 0	0 15 0	0 15 0	0 15 0
London—Measurement Cargo (P. & O.) ...	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 [illegible]	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0
" Seeds and Wheat (") ...	0 13 6	0 14 6	0 16 0	0 15 0	0 16 6	0 17 6	0 16 6	0 17 0	0 16 6	0 16 6	0 16 6	0 17 [illegible]	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6
Trieste and Venice—Measurement Cargo ...	0 15 0	0 15 0	.....	0 15 0	0 16 6	1 0 0	0 16 6	0 17 0	0 16 6	0 16 6	0 17 0	0 17 [illegible]	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6
" Seeds and Wheat ...	0 15 0	0 15 0	.....	0 15 0	0 16 6	1 0 0	0 16 6	0 17 0	0 16 6	0 16 6	0 17 6	0 17 [illegible]	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6
Marseilles—Measurement Cargo ...	0 13 6	0 14 0	.....	0 14 0	0 16 6	1 0 0	0 16 6	0 17 0	0 16 6	0 16 6	0 17 6	0 17 [illegible]	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6
" Seeds and Wheat ...	0 13 6	0 14 0	.....	0 14 0	0 16 6	1 0 0	0 16 6	0 17 0	0 16 6	0 16 6	0 17 6	0 17 [illegible]	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6
Genoa—Measurement Cargo ...	0 14 0	0 14 6	0 16 6	0 14 6	0 16 6	1 0 0	0 16 6	0 17 0	0 16 6	0 16 6	0 17 6	0 17 [illegible]	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6
" Seeds and Wheat ...	0 14 0	0 14 6	0 16 6	0 14 6	0 16 6	1 0 0	0 16 6	0 17 0	0 16 6	0 16 6	0 17 6	0 17 [illegible]	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6
China Steamer (P. & O.)	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16	Rs. 12 and 16
Japan " "	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

H. Hongkong. J. Japan.

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1904.

Week ending 22nd January.	Week ending 29th January.	Week ending 5th February.	Week ending 12th February.	Week ending 19th February.	Week ending 26th February.	Week ending 4th March.	Week ending 11th March.	Week ending 18th March.	Week ending 24th March.	Week ending 31st March.	Week ending 8th April.	Week ending 15th April.	Week ending 22nd April.	Week ending 29th April.	Week ending 6th May.	Week ending 13th May.	Week ending 20th May.	Week ending 27th May.	Week ending 3rd June.	Week ending 10th June.	Week ending 17th June.	Week ending 24th June.	Week ending 1st July.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
s. 4 3/32d. s. 4 1/8d.	1s. 4 1/8 to 5/32d. 1s. 4 5/32d.	1s. 4 1/8d. 1s. 4 5/32d.	1s. 4 5/32d. 1s. 4 3/16d.	1s. 4 1/8d. 1s. 4 5/32d.	1s. 4 3/32d. 1s. 4 1/8d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d.	1s. 4d. 1s. 4 1/32d.	1s. 4 1s. 4	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4d. 1s. 4 1/32d.	s. 3 31/32d. s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.
s. 4 11/32d. s. 4 15/32d.	1s. 4 3/32d. 1s. 4 1/32d.	1s. 4 3/32d. 1s. 4 1/32d.	1s. 4 13/32d. 1s. 4 17/32d.	1s. 4 9/32d. 1s. 4 1/32d.	1s. 4 1/32d. 1s. 4 15/32d.	1s. 4 9/32d. 1s. 4 13/32d.	1s. 4 1/32d. 1s. 4 13/32d.	1s. 4 7/32d. 1s. 4 11/32d.	1s. 4 1s. 4	1s. 4 9/32d. 1s. 4 13/32d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 7/32d. 1s. 4 11/32d.	1s. 4 7/32d. 1s. 4 11/32d.	1s. 4 7/32d. 1s. 4 11/32d.	1s. 4 7/32d. 1s. 4 15/32d.	1s. 4 7/32d. 1s. 4 9/32d.	1s. 4 5/32d. 1s. 4 9/32d.	1s. 4 5/32d. 1s. 4 13/32d.	1s. 4 5/32d. 1s. 4 1/4d.	1s. 4 5/32d. 1s. 4 1/4d.	1s. 4 5/32d. 1s. 4 1/4d.	1s. 4 5/32d. 1s. 4 1/4d.
71 1/2 00 1/16	1/8 3/4 100 1/16	1/71 3/4 100 1/16	1/72 1/4 100 1/32	1/72 1/4 100 1/16	1/71 3/4 100 1/16	1/71 100 1/16	1/71 100 1/16	1/70 1/4 100 1/16	1/70 1/ 100 1/	1/70 3/4 100 1/32	1/70 1/2 100 1/32	1/70 1/2 100	1/70 1/4 100 1/32	1/70 1/4 100 1/32	1/70 1/4 100	1/71 1/4 100	1/70 1/4 100	1/70 100	1/ 1/2 1	1/69 3/4 100	1/69 3/4 100 1/16	1/69 3/4 100 1/16	1/69 3/4 100 1/16
Rs. a. p. H. 131 0 0 . 185 0 0 . 146 8 0 24 1 0 15 2 0 67 0 0 Rdy. 66 10 0 Fwd.	Rs. a. p. H. 129 0 0 S. 179 0 0 J. 146 8 0 24 1 0 15 3 0 65 8 0 Rdy. 65 0 0 Fwd.	Rs. a. p. H. 130 0 0 S. 180 0 0 J. 145 8 0 24 1 0 15 3 0 65 11 0 Rdy. 65 7 0 Fwd.	Rs. a. p. H. 136 0 0 S. 186 0 0 J. 146 0 0 24 1 0 15 4 0 68 10 0 Rdy. 68 4 0 Fwd.	Rs. a. p. H. 139 0 0 S. 189 0 0 J. 145 8 0 24 1 0 15 4 0 68 14 0 Rdy. 68 14 0 Fwd.	Rs. a. p. H. 134 4 0 S. 189 0 0 J. 145 0 0 24 1 3 15 4 6 67 4 0 Rdy. 67 8 0 Fwd.	Rs. a. p. H. 134 0 0 S. 190 0 0 J. 145 8 0 24 2 0 15 3 6 67 14 0 Rdy. 67 14 0 Fwd.	Rs. a. p. H. 135 0 0 S. 190 0 0 J. 145 0 0 24 2 0 15 3 6 67 10 0 Rdy. 67 6 0 Fwd.	Rs. a. p. H. 134 0 0 S. 185 0 0 J. 145 0 0 24 2 0 15 3 6 67 6 0 Rdy. 66 12 0Fwd.	H. 13 S. 184 J. 145 15 66 65	Rs. a. p. H. 129 8 0 S. 181 0 0 J. 145 0 0 24 1 7 15 3 0 65 6 0 Rdy. 65 0 0 Fwd.	Rs. a. p. H. 127 0 0 S. 174 0 0 J. 145 0 0 24 1 6 15 2 6 64 12 0 Rdy. 63 12 0Fwd.	Rs. a. p. H. 125 0 0 S. 170 0 0 J. 145 0 0 24 1 3 15 2 6 64 0 0 Rdy. 62 13 0 Fwd.	Rs. a. p. H. 129 0 0 S. 175 0 0 J. 146 0 0 24 1 3 15 2 6 65 4 0 Rdy. 63 14 0 Fwd.	Rs. a. p. H. 130 0 0 S. 180 0 0 J. 146 0 0 24 1 6 15 2 6 66 8 0 Rdy. 64 6 0 Fwd.	Rs. a. p. H. 129 0 0 S. 178 0 0 J. 146 0 0 24 1 6 15 2 6 64 8 0 Rdy. 63 14 0 Fwd.	Rs. a. p. H. 132 0 0 S. 182 0 0 J. 147 8 0 24 1 9 15 2 6 65 8 0 Rdy. 65 4 0Fwd.	Rs. a. p. H. 132 0 0 S. 182 0 0 J. 147 8 0 24 1 6 15 2 6 64 2 0 Rdy. 64 2 0 Fwd.	Rs. a. p. H. 131 8 0 S. 182 0 0 J. 147 8 0 24 1 9 15 2 6 64 14 0 Rdy. 64 14 0 Fwd.	Rs. a. p. H. 133 0 0 S. 183 0 0 J. 148 0 0 24 2 0 15 3 0 64 14 0 Rdy. 64 10 0 Fwd.	Rs. a. p. H. 133 8 0 S. 185 0 0 J. 148 8 0 24 2 0 15 2 6 65 4 0 Rdy. 64 12 0 Rdy.	Rs. a. p. H. 133 8 0 S. 185 8 0 J. 148 8 0 24 1 9 15 2 6 65 8 0 Rdy. 65 4 0 Fwd.	Rs. a. p. H. 134 8 0 S. 186 8 0 J. 148 8 0 24 1 9 15 2 6 64 14 0 Rdy. 65 10 0 Fwd.	Rs. a. p. H. 136 0 0 S. 187 8 0 J. 148 8 0 24 1 9 15 2 6 65 12 0 Rdy. 66 14 0 Fwd.
7 per cent. 6 ,, 5 ,,	7 per cent. 6 ,, 5 ,,	7 per cent. 6 ,, 5 ,,	7 to 8 per cent. 7 ,, 7 ,,	7 per cent. 7 ,, 6 ,,	7 per cent. 6 ,, 5 ,,	7 per cent. 6 ,, 4 ,,	6 per cent. 5 ,, 4 ,,	6 per cent. 5 ,, 4 ,,	6 per 5 ,, 4 ,,	6 per cent. 5 ,, 4 ,,	6 per cent. 5 ,, 4 ,,	6 per cent. 5 ,, 4 ,,	6 per cent. 5 ,, 4 ,,	6 per cent. 5 ,, 4 ,,	6 per cent. 5 ,, 3 ,,	5 per cent. 5 ,, 3 ,,	5 per cent. 4 ,, 3 ,,	5 per cent. 4 ,, 3 ,,	per cent. ,, ,,	4 per cent. 4 ,, 3 ,,	4 per cent. 3 ,, 2 ,,	3 to 4 per cent. 3 per cent. 2½ ,,	3 per cent. 3 ,, 2 ,,
Rs. 95 10 0 ,, 85 0 0 ,, 800 *Nil*	Rs. 95 15 0 ,, 85 0 0 ,, 47,000 *Nil*	Rs. 95 14 0 ,, 85 0 0 ,, 600 *Nil*	Rs. 95 3 0 ,, 85 0 0 ,, 5,500 ,, 2,50,000	Rs. 95 11 0 ,, 85 0 0 ,, 11,500 ,, 1,000	Rs. 96 4 0 ,, 85 0 0 ,, 58,600 ,, 25,000	Rs. 97 1 0 ,, 85 0 0 *Nil* *Nil*	Rs. 97 15 0 ,, 85 0 0 ,, 19.000 ,, 1,90,000	Rs. 98 12 0 ,, 85 8 0 *Nil.* Rs. 25,000	Rs. 98 ,, 85 ,, 50,000 ,, 40,600	Rs. 97 15 0 ,, 85 8 0 ,, 5,000 ,, 1,60,600	Rs. 97 12 0 ,, 85 8 0 *Nil* Rs. 2,74,900	Rs. 98 0 0 ,, 85 8 0 ,, 6,100 ,, 7,000	Rs. 98 3 0 ,, 85 8 0 *Nil* Rs. 6,000	Rs. 98 1 0 ,, 85 8 0 ,, 1,000 ,, 3,00,100	Rs. 98 10 0 ,, 85 8 6 ,, 42,000 *Nil*	Rs. 98 8 0 ,, 86 0 0 ,, 21,000 *Nil*	Rs. 97 13 0 ,, 86 0 0 ,, 3,84,000 *Nil*	Rs. 98 1 0 ,, 86 4 0 *Nil* *Nil*	Rs. 98 0 0 ,, 13 0 ,,500 ,,00,000	Rs. 98 0 0 ,, 97 13 0 *Nil* Rs. 1,25,000	Rs. 98 1 0 ,, 86 4 0 ,, 10,000 *Nil*	Rs. 98 2 0 ,, 86 4 0 *Nil* *Nil*	Rs. 98 0 0 ,, 86 4 0 *Nil* *Nil*
3 9 0 4 9 0 12 10 to 10½ 54 0 0 46 12 0 32 8 0 52-0-0 to 54-0-0 9 9 0 9 2 0 8 8 0 ,, 0 Fwd. 0 Rdy.	Rs. 3 9 0 ,, 4 9 0 As. 12 ,, 10 to 10½ Rs. 54 0 0 ,, 46 12 0 ,, 32 8 0 ,, 52-0-0 to 53-0-0 ,, 9 6 0 ,, 9 0 0 ,, 8 13 0 ,, 11 7 0	Rs. 3 11 0 ,, 4 11 0 As. 12 ,, 10 to 10½ Rs. 54 0 0 ,, 46 8 0 ,, 31 8 0 ,, 54 0 0 ,, 9 6 0 ,, 9 0 0 ,, 8 13 0 ,, 11 0 0 Rs. 17 8 0 Fwd.	Rs. 3 10 0 ,, 4 10 0 As. 12 ,, 10 to 10½ Rs. 54 0 0 ,, 46 0 0 ,, 31 0 0 ,, 51-0-0to 52-0-0 Nominal. Rs. 8 13 0 ,, 10 0 0 Rs. 18 0 0 Fwd.	Rs. 3 10 0 ,, 4 10 0 As. 12 ,, 10 to 10½ Rs. 53 12 0 ,, 45 12 0 ,, 30 8 0 ,, 30 8 0 ,, 52 8 0 Nominal. Rs. 9 0 0 ,, 10 0 0 Rs. 17 Fwd.	Rs. 3 10 6 ,, 4 10 6 As. 12 ,, 10 to 10½ Rs. 53 8 0 ,, 45 12 0 ,, 30 8 0 ,, 30 8 0 ,, 52 8 0 ,, 9 14 0 ,, 9 2 0 ,, 10 11 0 Rs. 17 4 0 Fwd.	Rs. 3 10 6 ,, 4 10 6 As. 12 ,, 10½ to 10⅝ Rs. 53 8 0 ,, 45 12 0 ,, 30 8 0 ,, 30 8 0 ,, 51-0-0to52-0-0 ,, 9 6 0 ,, 10 11 4 Rs. 18 0 0Fwd.	Rs. 3 11 0 ,, 4 11 0 As. 12½ ,, 10½ to 10⅝ Rs. 58 7 0 ,, 46 12 0 ,, 30 8 0 ,, 51-0-0to 52-0-0 ,, 10 2 0 ,, 9 6 0 ,, 10 14 0 ,, Rs. 18 0 0Fwd.	Rs. 3 12 0 ,, 4 12 0 As. 12½ ,, 10½ to 10⅝ Rs. 53 6 0 ,, 45 10 0 ,, 30 8 0 ,, 51-0-0to 52-0-0 ,, 10 0 0 ,, 9 4 0 ,, 10 13 0 Rs. 18 0 0Fwd.	Rs. 3 12 6 ,, 4 12 6 As. 12½ ,, 10½ to 10⅝ Rs. 53 6 0 ,, 45 12 0 ,, 31 0 0 ,, 31 0 0 ,, 52 0 0 ,, 9 11 0 ,, 9 4 0 ,, 10 4 0 Rs. 18 0 0Fwd.	Rs. 3 13 0 ,, 4 13 0 As. 12½ ,, 10½ to 10⅝ Rs. 53 8 0 ,, 45 10 0 ,, 31-0-0 to 31-8-0 ,, 30 8 0 ,, 51-0-0 to 52-0-0 ,, 9 14 0 ,, 9 6 0 ,, 10 4 0 Rs. 20 0 0Fwd.	Rs. 3 14 6 ,, 4 15 0 As. 12½ ,, 10½ to 11 Rs. 53 8 0 ,, 45 8 0 ,, 31 8 0 ,, 30 8 0 ,, 51 8 0 ,, 10 2 0 ,, 9 8 0 ,, 10 4 0 Rs. 20 0 0Fwd.	Rs. 3 14 6 ,, 4 15 0 As. 12½ ,, 10½ to 11 Rs. 53 4

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1904.—contd.

QUOTATIONS.	Week ending 8th July.	Week ending 15th July.	Week ending 22nd July.	Week ending 29th July.	Week ending 5th August.	Week ending 12th August.	Week ending 19th August.	Week ending 26th August.	Week ending 2nd September.	Week ending 9th September.	Week ending 16th September.	Week ending 23rd September.	Week ending 30th September.	Week ending 7th October.	Week ending 14th October.	Week ending 21st October.	Week ending 28th October.	Week ending 4th November.	Week ending 11th November.	Week ending 18th November.	Week ending 25th November.	Week ending 2nd December.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
EXCHANGE.																						
On England Bank Bills, Tel. Transfer	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.
" " Sight	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 5/16d.	1s. 4 3/16d.	1s. 4 8/16d.	1s. 4 8/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 8/16d.	1s. 4 7/32d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 9/32d.	1s. 4 7/16d.	1s. 4 9/32d.	1s. 4 3/32d.	1s. 4 1/16d.
" " 3 m'ths' "	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 8/16d.	1s. 4 8/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/16d.	1s. 4 8/16d.	1s. 4 11/32d.	1s. 4 1/4d.	1s. 4 3/8d.	1s. 4 9/32d.	1s. 4 7/16d.	1s. 4 9/32d.	1s. 4 3/32d.	1s. 4 1/16d.
First Class Credits " " 6 " "	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 8/16d.	1s. 4 8/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/16d.	1s. 4 8/16d.	1s. 4 11/32d.	1s. 4 1/4d.	1s. 4 3/8d.	1s. 4 9/32d.	1s. 4 7/16d.	1s. 4 9/32d.	1s. 4 3/32d.	1s. 4 1/16d.
" " " 4 m'ths "	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/8d.
Documents " " " 3 " "	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.
" " " 6 " "	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.
Paris Francs Mercantile Bills ... 3 " "	1·69 3/4	1·69 3/4	1·70 1/4	1·70 1/4	1·70 1/4	1·70 1/4	1·70 1/4	1·70 1/4	1·70 1/4	1·70 1/4	1·70 1/4	1·70	1·69 3/4	1·69 3/4	1·70	1·70 1/16	1·70 1/16	1·70 1/2	1·71	1·70 3/4	1·70 3/4	1·70 3/4	1·70 3/4
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16	100 1/16	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/16	100 1/32	100 1/32
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
China Mercantile Bills, 30 days' Sight. (per 100 Dollars)	H. 137 0 0	135 8 0	H. 136 8 0	H. 136 0 0	H. 136 0 0	H. 135 8 0	H. 133 8 0	H. 132 8 0	H. 133 0 0	H. 133 8 0	H. 133 8 0	H. 133 8 0	H. 133 8 0	H. 135 0 0	H. 135 0 0	H. 135 8 0	H. 134 0 0	H. 135 8 0	H. 135 8 0	H. 135 8 0	H. 135 0 0	H. 135 0 0
" " " (100 Taels	S. 191 0 0	190 0 0	S. 189 8 0	S. 189 8 0	S. 190 0 0	S. 189 8 0	S. 186 0 0	S. 184 8 0	S. 185 0 0	S. 186 8 0	S. 186 8 0	S. 186 8 0	S. 190 0 0	S. 189 0 0	S. 189 8 0	S. 189 8 0	S. 190 0 0	S. 189 8 0	S. 189 8 0	S. 189 8 0	S. 192 0 0	S. 192 0 0
" " " (100 Yens	J. 148 8 0	149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 0 0	J. 148 8 0	J. 148 0 0	J. 148 0 0	J. 148 0 0	J. 148 0 0
English Bar Gold, 100 touch (per tola)	24 1 6	24 1 9	24 1 6	24 1 6	24 1 6	24 1 6	24 1 6	24 1 6	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 0 6	24 1 0	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6
Sovereigns	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0
Bar Silver	68 10 0 Rdy. / 68 4 0 Fwd.	67 12 0 Rdy. / 67 8 0 Fwd.	68 10 0 Rdy. / 68 4 0 Fwd.	68 10 0 Rdy. / 68 10 0 Fwd.	68 12 0 Rdy. / 68 2 0 Fwd.	68 10 0 Rdy. / 68 0 0 Fwd.	68 10 0 Rdy. / 67 14 0 Rdy. / 67 8 0 Fwd.	67 6 0 Rdy. / 66 14½ 0 Fwd.	67 5 0 Rdy. / 66 12 0 Fwd.	67 0 0 Rdy. / 66 8 0 Fwd.	67 0 0 Rdy. / 66 12 0 Fwd.	67 4 0 Rdy. / 66 12 0 Fwd.	67 12 0 Rdy. / 67 10 0 Fwd.	67 8 0 Rdy. / 67 8 0 Fwd.	67 4 0 Rdy. / 67 4 0 Fwd.	67 9 0 Rdy. / 67 12 0 Fwd.	68 0 0 Rdy. / 68 4 0 Fwd.	68 3 0 Rdy. / 68 3 0 Fwd.	68 2 0 Rdy. / 68 2 0 Fwd.	69 0 0 Rdy. / 68 8 0 Fwd.	69 0 0 Rdy. / 68 4 0 Fwd.
RATES OF DISCOUNT.																						
Bank Rate of Discount on Private Bills, 60 days' Sight	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3½ per cent.	4 per cent.	4 per cent.	5 per cent.	5 per cent.	6 per cent.	6 per cent.	7 per cent.	7 per cent.	7 per cent.	6½ per cent.
Bank Rate of Interest on Demand Loans on Government Securities	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	4 "	5 "	5 "	5 "	5 "	5 "	5 "	5 "
Rate of Interest in the open Market on Government Paper	3 "	2 "	2 "	2 "	2 "	2 "	2 "	2 "	2½ "	2 "	2 "	2 "	2 "	2 "	3 "	3½ "	3½ "	4 "	4 "	4 "	3½ "	3 "
GOVERNMENT SECURITIES.																						
Three-and-a-half per cent.	Rs. 97 14 0	98 10 0	Rs. 98 8 0	Rs. 99 0 0	Rs. 99 5 0	Rs. 99 3 0	Rs. 99 4 0	Rs. 99 2 0	Rs. 99 0 0	Rs. 98 15 0	Rs. 99 2 0	Rs. 98 9 0	Rs. 98 6 0	Rs. 97 13 0	Rs. 97 8 0	Rs. 97 8 0	Rs. 97 3 0	Rs. 97 5 0	Rs. 96 15 0	Rs. 97 8 0	Rs. 97 9 0	Rs. 97 12 0
Three per cent.	" 86 8 0	" 86 8 0	" 86 10 0	" 86 12 0	" 86 14 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 12 0	" 86 8 0	" 86 8 0	" 86 8 0	" 86 8 0
Government Paper enfaced for London	" 1,50,000	" 1,000	*Nil*	" 18,500	*Nil*	" 3,500	" 19,200	" 1,00,000	" 7,200	*Nil*	" 500 0 0	" 2,500	*Nil*	*Nil*	*Nil*	" 1,000	" 3,030	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Government Paper enfaced from London to Bombay	" 1,50,000	*Nil*	*Nil*	*Nil*	Rs. 10,000	" 1,00,000	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Rs. 50,000	Rs. 1,00,000	Rs. 5,000	*Nil*	*Nil*	Rs. 2,000	Rs. 50,000	*Nil*	*Nil*	Rs. 50,000
IMPORTS.																						
FIBRE GOODS—																						
7lbs. 33in. 37½ lbs. Grey Shirtings (per piece)	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 10 0	Rs. 3 10 6	Rs. 3 11 6	Rs. 3 11 6	Rs. 3 11 6	Rs. 3 11 6	Rs. 3 11 6	Rs. 3 11 6	Rs. 3 11 6	Rs. 3 11 6	Rs. 3 11 6	Rs. 3 12 6	Rs. 3 12 6
8lbs. 38in. 37½ lbs. " "	" 4 10 0	" 4 10 0	" 4 10 0	" 4 10 0	" 4 10 0	" 4 10 0	" 4 10 0	" 4 10 0	" 4 10 0	" 4 10 6	" 4 11 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 12 0	" 4 13 0	" 4 13 6
No. 40s Mule Twist (per lb.)	As. 11¼	As. 11¼	As. 11¼	As. 11½	As. 11½	As. 11½	As. 11½	As. 11½	As. 11½	As. 11½	As. 11½	As. 11½	As. 11½	As. 11½	As. 11½	As. 10½	As. 10½	As. 10½	As. 10½	As. 10½	As. 10½ to 10¾	As. 10½ to 10¾
No. 30s Water " "	" 9⅜ to 10½	" 9⅜ to 10½	" 9⅜ to 10½	" 9⅜ to 10½	" 9⅜ to 10½	" 9⅜ to 10	" 9½ to 10	" 9½ to 10	" 9½ to 10	" 9½ to 10	" 9½ to 10½	" 9⅝ to 10½	" 9½ to 10½	" 9½ to 10	" 9½ to 10	" 9½ to 9⅝	" 9½ to 9⅝	" 9½ to 9⅝	" 9½ to 9⅝	" 9½ to 9⅝	" 9½ to 9⅝	" 9½ to 9⅝
Copper Braziers (in bundles) per cwt.	Rs. 51 8 0	Rs. 52 8 0	Rs. 52 6 0	Rs. 52 6 0	Rs. 52 6 0	Rs. 52 6 0	Rs. 52 8 0	Rs. 52 4 0	Rs. 52 4 0	Rs. 52 4 0	Rs. 52 4 0	Rs. 52 4 0	Rs. 53 8 0	Rs. 53 8 0	Rs. 53 8 0	Rs. 53 8 0	Rs. 53 12 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 55 4 0
Yellow Metal " "	" 44 4 0	" 44 12 0	" 44 8 0	" 44 8 0	" 44 8 0	" 44 6 0	" 44 12 0	" 44 4 0	" 44 6 0	" 44 4 0	" 44 4 0	" 44 4 0	" 45 0 0	" 44 14 0	" 45 0 0	" 45 8 0	" 45 4 0	" 46 4 0	" 46 4 0	" 46 4 0	" 46 0 0	" 46 0 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 32 0 0	" 32 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 32 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 32 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 32 4 0	" 32 4 0	" 31 8 0	" 31 8 0	" 31 8 0
Basic Steel	" 31 0 0	" 30 8 0	" 30 8 0	" 31 0 0	" 31 0 0	" 31 0 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 31 0 0	" 31 0 0	" 31 0 0	" 31 0 0	" 31 0 0	" 31 0 0	" 31 0 0	" 30 8 0	" 30 8 0
Swedish Bar Iron " "	" 52 0 0	" 51 0 0	" 51 8 0	" 51 8 0	" 51 0 0	" 51 8 0	" 51 8 0	" 51 8 0	" 50-0-0 to 51-0-0	" 50-0-0 to 51-0-0	" 51 8 0	" 51 0 0	" 51 8 0	" 51 8 0	" 49 0 0	" 49-0-0 to 49-8-0	" 49 0 0	" 49 0 0	" 51-0-0 to 52-0-0	" 48-0-0 to 50-0-0	" 48-0-0 to 50-0-0	" 49 0 0
Sugar Ordinary Crystals (best) per cwt. Ex. Godown	" 10 6 0	" 10 5 0	" 10 6 0	" 10 8 0	" 10 10 0	" 10 14 0	" 10 15 0	" 10 8 0	" 10 14 0	" 11 1 0	" 11 7 0	" 12 2 0	" 12 2 0	" 12 2 0	" 12 0 0	" 11 14 0	" 12 2 0	" 12 1 0	" 12 2 0	" 12 2 0	" 13 1 0	
Do. Mauritius Ordinary Grains " "	" 9 15 0	" 10 2 0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10 4 0	" 10 6 0	" 10 8 0	" 10 6 0	" 10 10 0	" 10 10 0	" 10 14 0	" 10 14 0	" 11 0 0	" 10 14 0	" 11 10 0	" 11 8 0	" 11 8 0	" 11 9 0	" 11 14 0	" 12 0 0	" 12 6 0	" 12 14 0
Do. China Best Soft White	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 14 0	" 11 2 0	" 11 2 0	" 11 2 0	" 11 4 0	" 11 8 0	" 12 4 0	" 12 8 0	" 13 0 0 Fwd.	" 13 0 0 Fwd.	" 12 8 0 Fwd.	" 12 8 0 Fwd.	" 13 0 0 Fwd.	" 12 12 0 Fwd.	" 12 8 0 Fwd.	" 13 0 0 Fwd.	" 12 12 0 Fwd.	" 12 12 0 Fwd.
Darjeon's West Hartley Coal (per ton) alongside, Cardiff	Rs. 17 12 0 Fwd.	Rs. 18 0 0 Fwd.	Rs. 17 0 0 Fwd.	Rs. 17 0 0 Fwd.	Rs. 17 0 0 Fwd.	Rs. 17 0 0 Fwd.	Rs. 17 0 0 Fwd.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 18 0 0 Fwd.	Rs. 18 0 0 Fwd.	Rs. 18 0 0 Fwd.	Rs. 18 0 0 Fwd.	Rs. 15 12 0 Fwd.	Rs. 15 12 0 Fwd.	Rs. 16 8 0 "	Rs. 15 0 0 "	Rs. 15 8 0 "	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.	
Japan " "																						
Doobarghur (Bengal) " "	Rs. 11 12 0 Rdy.	Rs. 11 12 0 Rdy.	Rs. 11 12 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 11 8 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 11 12 0 Rdy.	Rs. 11 8 0 Rdy.
Muir's Navigation " "	Rs. 10 4 0 Fwd.	Rs. 10 4 0 Fwd.	Rs. 10 8 0 Fwd.	Rs. 10 8 0 Fwd.	Rs. 10 4 0 Fwd.	Rs. 10 4 0 Fwd.	Rs. 10 4 0 Fwd.	Rs. 10 4 0 Fwd.	Rs. 10 4 0 Fwd.	Rs. 10 12 0 Fwd.	Rs. 10 12 0 Fwd.	Rs. 10 8 0 Fwd.	Rs. 10 8 0 Fwd.	Rs. 10 12 0 Fwd.	Rs. 10 12 0 Fwd.	Rs. 10 8 0 Fwd.	Rs. 10 0 0 Fwd.	Rs. 10 8 0 Fwd.	Rs. 10 4 0 Fwd.	Rs. 10 8 0 Fwd.	Rs. 10 4 0 Fwd.	Rs. 10 4 0 Fwd.
Jardine's " "	" 11 0 0 "	" 11 0 0 "	" 11 0 0 "	" 11 0 0 "	" 11 0 0 "	" 10 12 0 "	" 11 0 0 "	" 11 0 0 "	" 11 0 0 "	" 11 0 0 "	" 11 0 0 "	" 11 0 0 "	" 11 4 0 "	" 11 4 0 "	" 11 8 0 Fwd.	" 11 4 0 "	" 11 4 0 "	" 11 4 0 "	" 11 4 0 "	" 11 4 0 "	" 11 4 0 "	" 11 2 0 "
Seebpore " "																						
Siogarini " "	Rail Dely.																					
EXPORTS.																						
COTTON—																						
(Full-pressed; per candy of 784 lbs.)—																						
Broach Fine	Rs. 260 Rdy.	Rs. 265 Rdy.	Rs. 260 Mar. 1905.	Rs. 256 Mar. 1905.	Rs. 250 Mar. 1905.	Rs. 255 Mar. 1905.	Rs. 262 Mar. 1905.	Rs. 265 Mar. 1905.	Rs. 265 Mar. 1905.	Rs. 280 Mar. 1905.	Rs. 275 Mar. 1905.	Rs. 280 Mar. 1905.	Rs. 268 Mar. 1905.	Rs. 266 Mar. 1905.	Rs. 265 Mar. 1905.	Rs. 256 Mar. 1905.	Rs. 254 Mar. 1905.	Rs. 258 Mar. 1905.	Rs. 248 Mar. 1905.	Rs. 253 Mar. 1905.	Rs. 260 Mar. 1905.	Rs. 238 Mar. 1905.
" " " Good	" 235 Mar. 1905.	" 226 Mar. 1905.	" 245 "	" 240 "	" 236 "	" 239 "	" 244 "	" 249 "	" 270 "	" 263 "	" 261 "	" 264 "	" 256 "	" 255 "	" 251 "	" 246 "	" 243 "	" 242 "	" 238 "	" 242 "	" 239 "	" 227 "
Oomrawuttee, Good Staple " "	" 232 Rdy.	" 232 Rdy.	" 245 Rdy.	" 245 Rdy.								" 252 Jan. 1905.	" 236 Jan. 1905.	" 228 Jan. 1905.	" 226 Jan. 1905.	" 221 Jan. 1905.	" 216 Jan. 1905.	" 214 Jan. 1905.	" 210 Jan. 1905.	" 213 Jan. 1905.	" 212 Jan. 1905.	" 196 Jan. 1905.
" " " F. G.																						
Khandeish " " " F. G.	Rs. 230 Rdy.	Rs. 235 Rdy.	Rs. 240 Rdy.	Rs. 212 Jan. 1905.	Rs. 209 Jan. 1905.	Rs. 207 Jan. 1905.	Rs. 214 Jan. 1905.	Rs. 225 Jan. 1905.	Rs. 224 Jan. 1905.	Rs. 229 Jan. 1905.	Rs. 229 Jan. 1905.	Rs. 230 Jan. 1905.	Rs. 226 Jan. 1905.	Rs. 224 Jan. 1905.	Rs. 222 Jan. 1905.	Rs. 217 Jan. 1905.	Rs. 214 Jan. 1905.	Rs. 212 Jan. 1905.	Rs. 208 Jan. 1905.	Rs. 210 Jan. 1905.	Rs. 208 Jan. 1905.	Rs. 196 Jan. 1905.
" " " Good																						
Belatee " " " Fine																						
" " " F. G.																						
Bhowmagger " " " Fine	Rs. 240 Rdy.	Rs. 248 Rdy.	Rs. 256 Rdy.	Rs. 253 Rdy.	Rs. 252 Rdy.	Rs. 255 Rdy.	Rs. 260 Rdy.	Rs. 263 Rdy.	Rs. 276 Rdy.	Rs. 279 Rdy.	Rs. 276 Rdy.	Rs. 272 Rdy.	Rs. 268 Rdy.									
" " " F. G.	" 226 "	" 234 "	" 242 "	" 240 "	" 238 "	" 241 "	" 246 "	" 250 "	" 262 "	" 269 "	" 261 "	" 260 "	" 256 "									
" " " Good																						
Bengals " " " Fine	Rs. 235 Rdy.	Rs. 238 Jan. 1905.	Rs. 207 Jan. 1905.	Rs. 205 Jan. 1905.	Rs. 204 Jan. 1905.	Rs. 206 Jan. 1905.	Rs. 210 Jan. 1905.	Rs. 218 Jan. 1905.	Rs. 232 Jan. 1905.	Rs. 223 Jan. 1905.	Rs. 225 Jan. 1905.	Rs. 225 Jan. 1905.	Rs. 220 Jan. 1905.	Rs. 219 Jan. 1905.	Rs. 215 Jan. 1905.	Rs. 218 Jan. 1905.	Rs. 210 Jan. 1905.	Rs. 205 Jan. 1905.	Rs. 195 Jan. 1905.	Rs. 198 Jan. 1905.	Rs. 194 Jan. 1905.	" 184 Jan. 1905.
" " " F. G.	" 221 "	" 188 "	" 193 "	" 188 "	" 186 "	" 189 "	" 192 "	" 199 "	" 216 "	" 210 "	" 209 "	" 208 "	" 203 "	" 201 "	" 197 "	" 196 "	" 191 "	" 190 "	" 185 "	" 186 "	" 186 "	" 178 "
" " " Good																						
Dharwar (S. G.) " " " Good	Rs. 245 Rdy.	Rs. 248 Rdy.	Rs. 255 Rdy.	Rs. 252 Rdy.	Rs. 250 Rdy.	Rs. 252 Rdy.	Rs. 257 Rdy.	Rs. 260 Rdy.	Rs. 268 Rdy.	Rs. 263 Rdy.	Rs. 263 Rdy.	Rs. 263 Rdy.	Rs. 255 Rdy.									
Westerns " " " Good	" 228 "	" 232 "	" 240 "	" 237 "	" 237 "	" 240 "	" 243 "	" 250 "	" 258 "	" 258 "	" 258 "	" 256 "	" 245 "									
Gingellyseed, White (per cwt.)				7-4-0 Dec.-Jan.	7-4-0 Dec.-Jan.	7-4-0 Dec.-Jan.	7-0-0 Dec.-Jan.	7-3-6 Dec.-Jan.	7-3-0 Dec.-Jan.	7-3-0 Dec.-Jan.	7-3-0 Dec.-Jan.	7-4-0 Dec.-Jan.	7-3-0 Dec.-Jan.	7-2-0 Dec.-Jan.	7-5-6 Dec.-Jan.	7-6-0 Nov.-Dec. 7-0-0	7-5-6 Nov.-Dec. 6-14-6	7-3-0 Nov.-Dec. 6-13-0				
" Mixed 5 per cent.																						
Linseed, Bold	Rs. 6 1 0 Rdy.	Rs. 6 0 6 Rdy.	Rs. 6 6 0 Rdy.	Rs. 6 5 6 Rdy.	Rs. 6 5 6 Rdy.	Rs. 5 14 0 Rdy.	Rs. 6 1 0 Rdy.	Rs. 6 3 6 Rdy.	Rs. 6 8 0 Rdy.	Rs. 6 7 0 Rdy.	Rs. 6 4 0 Rdy.	Rs. 6 5 0 Rdy.	Rs. 6 3 6 Rdy.	Rs. 6 2 6 Rdy.	Rs. 5 14 6 Rdy.	Rs. 6 13 6 Rdy.	Rs. 6 12 6 Rdy.	Rs. 5 12 6 Rdy.	Rs. 5 12 6 Rdy.	Rs. 5 13 6 Rdy.	Rs. 5 13 6 Rdy.	Rs. 5 13 6 Rdy.
" Small Seed	" 6 0 0 "	" 5 15 6 "	" 6 5 0 "	" 6 2 6 "	" 6 1 6 "	" 5 13 0 "	" 5 15 6 "	" 6 2 6 "	" 6 7 0 "	" 6 6 0 "	" 6 3 0 "	" 6 3 6 "	" 6 2 6 "	" 6 1 6 "	" 5 18 6 "	" 5 18 6 "	" 5 18 0 "	" 5 18 0 "	" 5 18 0 "	" 5 18 0 "	" 5 18 0 "	" 5 18 0 "
Rapeseed, Guzerat Yellow	" 5 13 0 "	" 5 12 0 "	" 5 13 0 "	" 5 14 0 "	" 5 14 6 "	" 5 14 0 "	" 5 16 0 "	" 5 14 6 "														
" Brown Delhi	" 5 6 0 "	" 5 2 0 "	" 5 5 0 "	" 5 5 0 "	" 5 7 0 "	" 5 5 6 "	" 5 6 0 "	" 5 6 0 "	Rs. 5 6 0 Rdy.	Rs. 5 7 0 Rdy.	Rs. 5 6 0 Rdy.	Rs. 5 4 6 Rdy.	Rs. 5 4 0 Rdy.	Rs. 5 3 6 Rdy.	Rs. 5 1 0 Rdy.	Rs. 5 1 0 Rdy.	Rs. 5 1 6 Rdy.	Rs. 5 0 0 Rdy.	Rs. 5 0 6 Rdy.	Rs. 5 3 0 Rdy.	Rs. 5 4 0 Rdy.	
" Yellow Cawnpore	" 5 11 6 "	" 5 10 6 "	" 5 12 0 "	" 6 6 5 "	" 5 13 6 "	" 5 13 0 "	" 6 3 0 "	" 5 15 6 "	" 6 2 6 "	" 5 13 0 "	" 5 12 6 "	" 5 11 0 "	" 5 15 6 "	" 5 15 6 "	" 5 12 6 "	" 5 8 0 "	" 5 8 0 "	" 5 8 0 "	" 5 8 0 "	" 5 9 6 "	" 5 11 0 "	" 5 12 0 "
Poppyseed	" 6 2 5 "	" 6 2 6 "	" 6 2 6 "	" 6 2 6 "	" 6 4 0 "	" 6 1 0 "	" 6 4 0 "	" 6 4 0 "	" 6 6 0 "	" 6 3 0 "	" 6 3 0 "	" 6 3 0 "	" 6 4 0 "	" 6 3 0 "	" 6 0 0 "	" 5 11 0 "	" 5 10 6 "	" 5 9 6 "	" 5 8 0 "	" 5 9 6 "	" 5 9 6 "	" 5 10 0 "
Groundnuts																			6-18-0 Apl.-May.			
Mowra Seeds	Rs. 4 0 0 Rdy.	Rs. 4 1 0 Rdy.	Rs. 4 1 0 Rdy.	Rs. 4 1 0 Rdy.	Rs. 4 1 0 Rdy.	Rs. 4 1 0 Rdy.	Rs. 4 1 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 2 0 Rdy.
Castorseed, Ordinary Quality, F. A.	" 4 7 6 "	" 4 9 0 "	" 4 14 0 "	" 5 2 0 "	" 4 9 0 "	" 4 14 0 "	" 4 9 0 "	" 4 10 0 "	" 4 10 0 "	" 4 10 0 "	" 4 11 0 "	" 4 12 0 "	" 4 11 0 "	" 4 11 0 "	" 4 10 0 "	" 4 10 0 "	" 4 8 0 "	" 4 10 0 "	" 4 8 0 "	" 4 8 0 "	" 4 10 6 "	" 4 10 6 "
Wheat, White Pessy 85 per cent.	" 4 2 6 "	" 4 4 0 "	" 4 6 0 "	" 4 7 0 "	" 4 9 0 "	" 4 11 0 "	" 4 15 6 "	" 4 15 6 "	" 4 15 6 "	" 4 15 6 "	" 4 11 0 "	" 4 11 0 "	" 4 11 0 "	" 4 11 0 "	" 4 10 0 "	" 4 10 0 "	" 4 10 0 "	" 4 10 0 "	" 4 6 6 "	" 4 6 6 "	" 4 6 6 "	" 4 6 6 "
" Jabalpur Pessy	" 3 14 6 "	" 4 6 0 "	" 4 7 0 "	" 4 7 0 "	" 4 10 0 "	" 4 14 0 "	" 4 16 0 "	" 4 16 0 "	" 4 16 0 "	"

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1904.—contd.

	Week ending 22nd July.	Week ending 29th July.	Week ending 5th August.	Week ending 12th August.	Week ending 19th August.	Week ending 26th August.	Week ending 2nd September.	Week ending 9th September.	Week ending 16th September.	Week ending 23rd September.	Week ending 30th September.	Week ending 7th October.	Week ending 14th October.	Week ending 21st October.	Week ending 28th October.	Week ending 4th November.	Week ending 11th November.	Week ending 18th November.	Week ending 25th November.	Week ending 2nd December.	Week ending 9th December.	Week ending 16th December.	Week ending 23rd December.	Week ending 30th December.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 4d. 1s. 4d.	1s. 4d. 1s. 4d.	1s. 4d. 1s. 4d.	1s. 4d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 4d. 1s. 4d.	1s. 4 1/32d. 1s. 4 1/32d.	1s. 4 1/16d. 1s. 4 1/16d.	1s. 4 1/16d. 1s. 4 1/16d.	1s. 4 3/32d. 1s. 4 3/32d.	1s. 4 3/32d. 1s. 4 3/32d.	1s. 4 3/32d. 1s. 4 3/32d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 1/16d. 1s. 4 1/16d.
	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 5/32d. 1s. 4 5/16d.	1s. 4 5/32d. 1s. 4 5/16d.	1s. 4 5/32d. 1s. 4 5/16d.	1s. 4 5/16d. 1s. 4 5/16d.	1s. 4 7/32d. 1s. 4 11/32d.	1s. 4 1/4d. 1s. 4 3/8d.	1s. 4 1/16d. 1s. 4 1/16d.	1s. 4 1/4d. 1s. 4 3/8d.	1s. 4 3/32d. 1s. 4 3/32d.	1s. 4 5/16d. 1s. 4 7/16d.	1s. 4 9/32d. 1s. 4 13/32d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 9/32d. 1s. 4 13/32d.	1s. 4 9/32d. 1s. 4 13/32d. 1s. 4 5/16d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 1/16d. 1s. 4 1/16d.
	1·70 1/4 100 1/16	1·70 1/4 100 1/32	1·70 1/4 100 1/16	1·70 1/4 100 1/16	1·70 1/4 100 1/16	1·70 1/4 100 1/16	1·70 1/4 100 1/16	1·70 1/4 100 1/16	1·70 100 1/16	1·70 100 1/16	1·69 3/4 100 1/16	1·69 3/4 100 1/16	1·70 100 1/16	1·70 1/4 100 1/16	1·70 1/2 100 1/16	1·70 1/2 100	1·71 100 1/32	1·70 3/4 100 1/16	1·70 3/4 100 1/32	1·70 3/4 100 1/32	1·70 3/4 100 1/16	1·70 3/4 100 1/16	1·70 3/4 100 1/32	1·70 3/4 100 1/32	1·70 1/2 100 1/32
	Rs. a. p. H. 136 8 0 S. 189 8 0 J. 149 0 0 24 1 6 15 2 6 68 10 0 Rdy. 68 4 0 Fwd.	Rs. a. p. H. 136 0 0 S. 189 8 0 J. 149 0 0 24 1 6 15 2 6 68 12 0 Rdy. 68 10 0 Fwd.	Rs. a. p. H. 136 0 0 S. 190 0 0 J. 149 0 0 24 1 6 15 2 6 68 12 0 Rdy. 68 2 0 Fwd.	Rs. a. p. H. 136 8 0 S. 189 0 0 J. 149 0 0 24 1 6 15 3 0 68 10 0 Rdy. 68 0 0 Fwd.	Rs. a. p. H. 135 8 0 S. 186 8 0 J. 149 0 0 24 0 6 15 3 0 67 14 0 Rdy. 67 3 0 Fwd.	Rs. a. p. H. 132 8 0 S. 184 8 0 J. 149 0 0 24 1 6 15 3 0 67 6 0 Rdy. 66 14 0 Fwd.	Rs. a. p. H. 133 0 0 S. 185 0 0 J. 149 0 0 24 1 0 15 3 0 67 5 0 Rdy. 66 12 0 Fwd.	Rs. a. p. H. 133 8 0 S. 186 8 0 J. 149 0 0 24 1 0 15 3 0 67 0 0 Rdy. 66 8 0 Fwd.	Rs. a. p. H. 133 8 0 S. 186 8 0 J. 149 0 0 24 1 0 15 3 0 67 4 0 Rdy. 66 12 0 Fwd.	Rs. a. p. H. 135 8 0 S. 190 0 0 J. 149 0 0 24 1 0 15 3 0 67 7 0 Rdy. 67 4 0 Fwd.	Rs. a. p. H. 136 0 0 S. 190 0 0 J. 148 8 0 24 1 0 15 3 0 67 12 0 Rdy. 67 10 0 Fwd.	Rs. a. p. H. 135 0 0 S. 189 8 0 J. 148 8 0 24 0 6 15 3 0 67 8 0 Rdy. 67 8 0 Fwd.	Rs. a. p. H. 135 0 0 S. 189 8 0 J. 148 8 0 24 1 0 15 3 6 67 4 0 Rdy. 67 4 0 Fwd.	Rs. a. p. H. 135 0 0 S. 189 8 0 J. 148 8 0 24 0 6 15 3 6 67 9 0 Rdy. 67 12 0 Fwd.	Rs. a. p. H. 135 0 0 S. 189 8 0 J. 148 8 0 24 0 6 15 3 6 68 0 0 Rdy. 68 4 0 Fwd.	Rs. a. p. H. 135 8 0 S. 189 8 0 J. 148 8 0 24 0 6 15 3 0 68 8 0 Rdy. 68 3 0 Fwd.	Rs. a. p. H. 135 8 0 S. 189 8 0 J. 148 8 0 24 0 6 15 3 0 68 8 0 Rdy. 68 2 0 Fwd.	Rs. a. p. H. 135 8 0 S. 192 0 0 J. 148 8 0 24 0 6 15 3 0 69 4 0 Rdy. 68 4 0 Fwd.	Rs. a. p. H. 135 0 0 S. 192 0 0 J. 148 8 0 24 0 6 15 3 0 69 10 0 Rdy. 68 8 0 Fwd.	Rs. a. p. H. 135 8 0 S. 192 0 0 J. 148 0 0 24 0 6 15 3 0 70 0 0 Rdy. 68 12 0 Fwd.	Rs. a. p. H. 135 8 0 S. 193 0 0 J. 148 0 0 24 0 6 15 3 0 71 0 0 Rdy. 70 0 0 Fwd.	Rs. a. p. H. 135 8 0 S. 193 0 0 J. 148 0 0 24 0 6 15 3 0 71 4 0 Rdy. 71 0 0 Fwd.	Rs. a. p. H. 136 8 0 S. 193 0 0 J. 148 0 0 24 0 3 15 2 6 71 11 0 Rdy. 71 7 0 Fwd.	Rs. a. p. H. 137 0 0 S. 194 0 0 J. 148 0 0 24 0 9 15 3 0 73 0 0 Rdy. 72 8 0 Fwd.
	3 per cent. 3 „ 2 „	3 per cent. 3 „ 2 „	3 per cent. 3 „ 2 „	3 per cent. 3 „ 2 „	3 per cent. 3 „ 2 „	3 per cent. 3 „ 2½ „	3 per cent. 3 „ 2 „	3 per cent. 3 „ 2 „	3 per cent. 3 „ 2 „	3½ per cent. 3 „ 2 „	4 per cent. 3 „ 2 „	4 per cent. 3 „ 2 „	5 per cent. 4 „ 3 „	5 per cent. 5 „ 3½ „	6 per cent. 5 „ 3½ „	6 per cent. 5 „ 4 „	7 per cent. 5 „ 4 „	7 per cent. 5 „ 4 „	7 per cent. 5 „ 3½ „	6½ per cent. 5 „ 3 „	6½ per cent. 5 „ 3 „	6½ per cent. 5 „ 3 „	6½ per cent. 5 „ 3 „	6½ per cent. 5 „ 3 „
	Rs. 98 8 0 „ 86 10 0 *Nil* *Nil*	Rs. 99 0 0 „ 86 12 0 „ 18,500 *Nil*	Rs. 99 5 0 „ 86 14 0 *Nil* Rs. 10,000	Rs. 99 3 0 „ 86 12 0 „ 3,500 „ 1,00,000	Rs. 99 4 0 „ 86 12 0 „ 19,200 *Nil*	Rs. 99 2 0 „ 86 12 0 „ 1,00,000 *Nil*	Rs. 99 0 0 „ 86 12 0 „ 7,800 *Nil*	Rs. 98 15 0 „ 86 12 0 *Nil* *Nil*	Rs. 99 2 0 „ 86 12 0 „ 500 0 0 *Nil*	Rs. 98 9 0 „ 86 12 0 „ 2,500 *Nil*	Rs. 98 6 0 „ 86 12 0 *Nil* Rs. 50,000	Rs. 97 13 0 „ 86 12 0 *Nil* Rs. 1,00,000	Rs. 97 8 0 „ 86 12 0 *Nil* Rs. 5,000	Rs. 97 8 0 „ 86 12 0 *Nil* *Nil*	Rs. 97 3 0 „ 86 12 0 „ 1,000 *Nil*	Rs. 97 5 0 „ 86 12 0 „ 3,000 *Nil*	Rs. 96 15 0 „ 86 8 0 *Nil* Rs. 2,000	Rs. 97 8 0 „ 86 8 0 *Nil* Rs. 50,000	Rs. 97 9 0 „ 86 8 0 *Nil* Rs. 50,000	Rs. 97 12 0 „ 86 8 0 *Nil* Rs. 50,000	Rs. 98 6 0 „ 86 8 0 „ 5,700 *Nil*	Rs. 98 0 0 „ 86 8 0 *Nil* *Nil*	Rs. 98 2 0 „ 86 8 0 „ 10,800 *Nil*	Rs. 98 1 0 „ 86 8 0 „ 20,300 *Nil*
	Rs. 3 9 6 „ 4 10 0 As. 11½ „ 9½ to 10½ Rs. 52 6 0 „ 44 8 0 „ 31 8 0 „ 30 8 0 „ 51 0 0 „ 10 6 0 „ 10-2-0 to 10-4-0 „ 10 12 0 Rs. 17 0 0 Fwd. Rs. 11 12 0 Rdy. Rs. 10 8 0 Fwd. „ 11 0 0 „	Rs. 3 9 6 „ 4 10 0 As. 11½ „ 9½ to 10½ Rs. 52 6 0 „ 44 8 0 „ 31 8 0 „ 31 4 0 „ 51 8 0 „ 10 8 0 „ 10-2-0 to 10-4-0 „ 10 12 0 Rs. 11 8 0 Rdy. Rs. 10 8 0 Fwd. „ 11 0 0 „	Rs. 3 9 6 „ 4 10 0 As. 11½ „ 9½ to 10½ Rs. 52 6 0 „ 44 8 0 „ 31 8 0 „ 31 0 0 „ 10 10 0 „ 10 4 0 „ 10 14 0 Rs. 11 8 0 Rdy. Rs. 10 4 0 Fwd. „ 11 0 0 „	Rs. 3 9 6 „ 4 10 0 As. 11½ „ 9½ to 10 Rs. 52 6 0 „ 44 6 0 „ 31 8 0 „ 31 0 0 „ 51 8 0 „ 10 14 0 „ 10 6 0 „ 11 2 0 Rs. 11 8 0 Rdy. Rs. 10 4 0 Fwd. „ 10 12 0 „	Rs. 3 9 6 „ 4 10 0 As. 11½ „ 9½ to 10 Rs. 52 8 0 „ 44 12 0 „ 31 8 0 „ 30 8 0 50-0-0 to 51-0-0 „ 11 0 0 „ 10 5 0 „ 11 2 0 Rs. 11 8 0 Rdy. Rs. 10 4 0 Fwd. „ 11 0 0 „	Rs. 3 9 6 „ 4 10 0 As. 11½ „ 9½ to 10 Rs. 52 4 0 „ 44 6 0 „ 32 8 0 „ 31 8 0 „ 51 8 0 „ 10 15 0 „ 10 6 0 „ 11 2 0 Rs. 15 8 0 Rdy. Rs. 11 8 0 Rdy. Rs. 10 4 0 Fwd. „ 11 0 0 „	Rs. 3 9 6 „ 4 10 0 As. 11½ „ 9½ to 10 Rs. 52 4 0 „ 44 6 0 „ 32 8 0 „ 31 8 0 „ 51 8 0 „ 10 14 0 „ 10 8 0 „ 11 2 0 Rs. 15 8 0 Rdy. Rs. 11 8 0 Rdy. Rs. 10 4 0 Fwd. „ 11 0 0 „	Rs. 3 10 0 „ 4 10 6 As. 11½ „ 9½ to 10 Rs. 52 4 0 „ 44 4 0 „ 31 8 0 „ 30 8 0 50-0-0 to 51-0-0 „ 11 1 0 „ 10 10 0 „ 11 4 0 Rs. 18 0 0 Fwd. Rs. 11 8 0 Rdy. Rs. 10 12 0 Fwd. „ 11 4 0 „	Rs. 3 10 6 „ 4 11 0 As. 11½ „ 9½ to 10½ Rs. 52 4 0 „ 44 4 0 „ 31 8 0 „ 30 8 0 51-0-0 „ 11 2 0 „ 10 10 0 „ 11 8 0 Rs. 18 0 0 Fwd. Rs. 11 8 0 Rdy. Rs. 10 12 0 Fwd. „ 11 0 0 „	Rs. 3 8 11 6 „ 4 12 0 As. 11¼ „ 9½ to 10½ Rs. 53 4 0 „ 44 12 0 „ 31 8 0 „ 31 0 0 „ 11 7 0 „ 10 14 0 „ 11 8 0 Rs. 18 0 0 Fwd. Rs. 11 12 0 Rdy. Rs. 11 4 0 „	Rs. 3 11 6 „ 4 12 0 As. 11½ „ 9½ to 10½ Rs. 53 8 0 „ 45 0 0 „ 31 8 0 „ 30 8 0 „ 51 8 0 „ 11 2 0 „ 12 4 0 Rs. 15 12 0 Fwd. Rs. 12 0 0 Rdy. Rs. 11 4 0 „	Rs. 3 11 6 „ 4 12 0 As. 11½ „ 9½ to 10 Rs. 53 8 0 „ 44 14 0 „ 32 0 0 „ 31 4 0 „ 31 8 0 „ 12 2 0 „ 11 14 0 „ 12 8 0 Rs. 15 12 0 Fwd. Rs. 12 0 0 Rdy. Rs. 11 4 0 „	Rs. 3 11 6 „ 4 12 0 As. 11½ „ 9½ to 10 Rs. 53 8 0 „ 45 0 0 „ 31 8 0 „ 31 0 0 „ 49 0 0 „ 11 14 0 „ 11 8 0 „ 12 0 0 Rs. 15 12 0 Fwd. Rs. 12 0 0 Rdy. Rs. 11 4 0 „	Rs. 3 11 6 „ 4 12 0 As. 10½ „ 9½ to 9¾ Rs. 53 12 0 „ 45 4 0 „ 31 8 0 „ 31 0 0 „ 49 0 0 „ 11 8 0 „ 12 0 0 Rs. 15 12 0 Fwd. Rs. 12 0 0 Rdy. Rs. 11 4 0 „	Rs. 3 11 6 „ 4 12 0 As. 10½ „ 9½ to 9¾ Rs. 55 4 0 „ 45 4 0 „ 31 0 0 „ 31 8 0 „ 49 0 0 „ 12 1 0 „ 11 9 0 „ 12 4 0 Rs. 15 12 0 Fwd. Rs. 12 0 0 Rdy. Rs. 10 8 0 Fwd. „ 11 4 0 „	Rs. 3 11 6 „ 4 12 0 As. 10½ „ 9½ to 9¾ Rs. 55 4 0 „ 46 0 0 „ 31 0 0 „ 31 8 0 51-0-0 to 52-0-0 „ 12 2 0 „ 11 14 0 „ 12 8 0 Rs. 15 12 0 Fwd. Rs. 12 0 0 Rdy. Rs. 10 4 0 Fwd. „ 11 4 0 „	Rs. 3 11 6 „ 4 12 6 As. 10⅝ to 10⅞ „ 9½ to 9¾ Rs. 55 8 0 „ 46 0 0 „ 31 0 0 „ 31 8 0 48-0-0 to 50-0-0 „ 12 6 0 „ 12 2 0 „ 12 10 0 Rs. 18 0 0 Fwd. Rs. 15 8 0 Rdy. Rs. 10 8 0 Fwd. „ 11 4 0 „	Rs. 3 12 0 „ 4 13 0 As. 10⅝ to 10⅞ „ 9½ to 9¾ Rs. 55 4 0 „ 46 0 0 „ 31 0 0 „ 30 8 0 48-0-0 to 50-0-0 „ 12 10 0 „ 12 6 0 „ 12 14 0 Rs. 18 0 0 Fwd. Rs. 15 8 0 „ Rs. 10 8 0 Fwd. „ 11 4 0 „	Rs. 3 12 6 „ 4 13 6 As. 10½ to 10⅝ „ 9½ to 9¾ Rs. 54 0 0 „ 45 0 0 „ 31 0 0 „ 31 0 0 „ 49 0 0 „ 13 1 0 „ 12 14 0 „ 13 4 0 Rs. 18 0 0 Fwd. Rs. 15 8 0 Rdy. Rs. 10 8 0 Fwd. „ 11 4 0 „	Rs. 3 12 6 „ 4 13 6 As. 10½ to 10⅝ „ 9½ to 9¾ Rs. 54 0 0 „ 45 0 0 „ 31 0 0 „ 30 8 0 48-0-0 to 49-0-0 „ 13 1 0 „ 12 14 0 „ 13 8 0 Rs. 18 0 0 Fwd. Rs. 15 8 0 Rdy. Rs. 11 12 0 Rdy. Rs. 10 8 0 Fwd. „ 11 4 0 „	Rs. 3 12 0 „ 4 13 0 As. 10½ to 10⅝ „ 9½ to 9¾ Rs. 54 8 0 „ 45 8 0 „ 31 0 0 „ 30 8 0 48-0-0 to 49-0-0 „ 13 5 0 „ 13 1 0 „ 13 10 0 Rs. 18 8 0 Fwd. Rs. 15 8 0 „ Rs. 11 8 0 Rdy. Rs. 10 8 0 Fwd. „ 11 0 0 „	Rs. 3 12 0 „ 4 13 0 As. 10½ to 10⅝ „ 9½ to 9¾ Rs. 56 12 0 „ 47 0 0 „ 30 8 0 „ 30 8 0 48-0-0 to 49-0-0 „ 13 5 0 „ 13 1 0 „ 13 14 0 Rs. 18 8 0 Fwd. Rs. 15 8 0 „ Rs. 11 8 0 Rdy. Rs. 10 8 0 Fwd. „ 11 0 0 „
	Rs. 260 Mar. 1905. „ 245 „ Rs. 240 Ready.	Rs. 255 Mar. 1905. „ 240 „ „ 245 Rdy. Rs. 242 Ready.	Rs. 250 Mar. 1905. „ 236 „ Rs. 209 Jan. 1905.	Rs. 255 Mar. 1905. „ 239 „ Rs. 207 Jan. 1905.	Rs. 262 Mar. 1905. „ 244 „ Rs. 214 Jan. 1905.	Rs. 265 Mar. 1905. „ 249 „ Rs. 225 Jan. 1 905.	Rs. 265 Mar. 1905. „ 270 „ Rs. 240 Jan. 1905.	Rs. 280 Mar. 1905. „ 268 „ Rs. 229 Jan. 1905.	Rs. 275 Mar. 1905. „ 261 „ 230 Jan.	Rs. 280 Mar. 1905. „ 264 „ „ 232 Jan. 1905. Rs. 230 Jan. 1905.	Rs. 268 Mar. 1905. „ 256 „ Rs. 226 Jan. 1905.	Rs. 266 Mar. 1905. „ 255 „ 228 Jan. 1905.	Rs. 268 Mar. 1905. „ 251 „ 226 Jan. 1905. Rs. 222 Jan. 1905.	Rs. 256 Mar. 1905. „ 246 „ 221 Jan. 1905. Rs. 217 Jan. 1905.	Rs. 254 Mar. 1905. „ 243 „ 216 Jan. 1905. Rs. 214 Jan. 1905.	Rs. 253 Mar. 1905. „ 243 „ 214 Jan. 1905. Rs. 212 Jan. 1905.	Rs. 248 Mar. 1905. „ 238 „ 210 Jan. 1905. Rs. 208 Jan. 1905.	Rs. 253 Mar. 1905. „ 242 „ 213 Jan. 1905. Rs. 210 Jan. 1905.	Rs. 250 Mar. 1905. „ 239 „ 212 Jan. 1905. Rs. 208 Jan. 1905.	Rs. 238 Mar. 1905. „ 227 „ 196 Jan. 1905. Rs. 196 Jan. 1905.	Rs. 230 Mar. 1905. „ 219 „ Rs. 189 Jan. 1905. Rs. 186 Jan. 1905.	Rs. 223 Mar. 1905. „ 212 „ Rs. 186 Dec. „ 180 „	Rs. 214 Mar. „ 204 „ Rs. 176 Dec. „ 170 „	Rs. 199 Mar. „ 159 „ Rs. 165 Jan.
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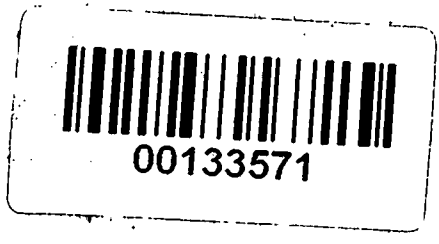
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